

Pavement Management Program Budget Options Report



November, 2012

City of Belmont

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Executive Summary

Capitol Asset & Pavement Services, Inc. was selected as part of the Metropolitan Transportation Commission Pavement Management Technical Assistance Program (P-TAP) to perform visual inspections of all of the streets in the City of Belmont (City). All 69.34 centerline miles (138.30 travel lane miles) of paved streets were evaluated in accordance with MTC standards, and the Streetsaver Online 9.0 database was updated with the inspection data. Inspections were completed in August 2012.

The maintenance decision tree treatments and costs were reviewed and updated to reflect current pavement maintenance treatment prices. Maintenance and Rehabilitation history data was updated for street maintenance projects completed since 2010. Budgetary Needs analysis was performed based on the updated inspections and treatment costs and five budget scenarios were evaluated to compare the effects of various funding levels.

The City's street network consists of 69.34 centerline miles (138.30 travel lane miles) of streets. A detailed visual inspection of the City's streets resulted in a calculated average PCI of 57. Using a 0-100 PCI scale, with 100 being the most favorable, a rating of 57 places the City's street network in the 'At-Risk' condition category.

MTC's PCI scores of 90 or higher are considered "excellent." These are newly built or resurfaced streets that show little or no distress. Pavement with a PCI score in the 80 to 89 range is characterized as "very good," and shows only slight or moderate distress, requiring mostly preventive maintenance. The "good" category ranges from 70 to 79, while streets with PCI scores in the "fair" (60-69) range are becoming worn to the point where rehabilitation may be needed to prevent rapid deterioration. Because major repairs cost five to 10 times more than routine maintenance, these streets are at an especially critical stage. Roadways with PCI scores of 50 to 59 are deemed "at-risk," while those with PCI scores of 25 to 49 are considered "poor." These roads require major rehabilitation or reconstruction. Pavement with a PCI score below 25 is considered "failed." These roads are difficult to drive on and need reconstruction.

For the purpose of this report, the PCI's have been broken down into 5 categories. The 5 categories are: Good streets have a PCI between 70 to 100; Fair, PCI 60-69; At-Risk, PCI 50-59; Poor, PCI 25-49; and Failed, with a PCI from 0 to 24.)

Five scenarios were analyzed for various street maintenance funding levels. The budget includes preventative maintenance and rehabilitation work for existing paved street surfaces. The City's current strategy of street maintenance, along with current prices for the treatments, was entered into a decision tree matrix. This matrix defines what treatments need to be applied to streets in varying PCI condition. Utilizing this decision matrix, it was determined that the City will need to spend \$44.2 million over the next five years to bring the street network into 'optimal' condition, or an overall street network PCI of 84. At this level, the City should be able to maintain the street network in the future with mostly cost-effective preventative maintenance treatments (crack seals and surface seals). Comparing this with the current funding level of \$1.8 million over the next five years shows that the average network PCI decreases by eight points, to 49 by 2017. Scenarios were also run to determine the funding level required to maintain the current network PCI of 57 as well increase the PCI by 5 points and 15 points. Table 1 summarizes the findings of the Scenarios.

Table 1 – Summary of outcome of different funding levels (Scenarios)

Average yearly budget	\$8.72 million (Scenario 1)	\$360,000 (Scenario 2)	\$1.8 million (Scenario 3)	\$3.0 million (Scenario 4)	\$5.5 million (Scenario 5)
Total budget for 5 years	\$44.2 million	\$1.8 million	\$9.0 million	\$15.0 million	\$27.5 million
Current PCI	57	57	57	57	57
Current % in ‘Good’ condition	49.0%	49.0%	49.0%	49.0%	49.0%
PCI after 5 years (change)	84 (+27)	49 (-8)	57 (0)	62 (+5)	72 (+15)
Backlog after 5 years	\$0	\$44.82 million	\$38.87 million	\$33.18 million	\$20.68 million
% ‘Good’ condition after 5 years	97.7%	43.0%	63.0%	69.2%	82.1%

Purpose

This report is intended to assist the City of Belmont with identifying street maintenance priorities specific to the City.

The report examines the overall condition of the street network and highlights the impacts of various funding levels on the network pavement condition and deferred maintenance funding shortfalls. The Metropolitan Transportation Commission, MTC, Streetsaver Pavement Management Program (PMP) was used for this evaluation. The intent of this program is to develop a maintenance strategy that will improve the overall condition of the street network to an optimal Pavement Condition Index (PCI) in the low to mid 80’s and also to maintain it at that level.

The MTC Streetsaver program maximizes the cost-effectiveness of the maintenance treatment plan by recommending a multi-year street maintenance and rehabilitation plan based on the most cost-effective repairs available. A comprehensive preventative maintenance program is a critical component of this plan, as these treatments extend the life of good pavements at a much lower cost than rehabilitation overlay or reconstruction treatments. To this end, various ‘what-if’ analyses (scenarios) were conducted to determine the most cost-effective plan for maintaining the City’s street network over five years and at various funding levels.

Existing Pavement Condition

The City is responsible for the repair and maintenance of 69.34 centerline miles (138.30 travel lane miles) of streets. The City's street network replacement value is estimated at \$108.1 million.¹ This asset valuation assumes replacement of the entire street network in present day dollars. This represents a significant asset for City officials to manage.

The average overall network Pavement Condition Index (PCI) of the City's street network is 57, which indicates that the street network is in 'At-Risk' condition. This places the City of Belmont amongst the poorest overall street conditions in both San Mateo County (18th worst of 20 cities), and the San Francisco Bay Area (90th worst of 102 cities). The Pavement Condition Index is a measurement of pavement condition that ranges from 0 to 100. A newly constructed or overlaid street would have a PCI of 100, while a failed road (requiring complete reconstruction) would have a PCI under 25. Appendix E contains a report detailing the PCI information for each street.

Table 2 details the network statistics and pavement condition by functional class. Table 3 and Figure 1 present the Percent Network Area by Functional and Condition classes.

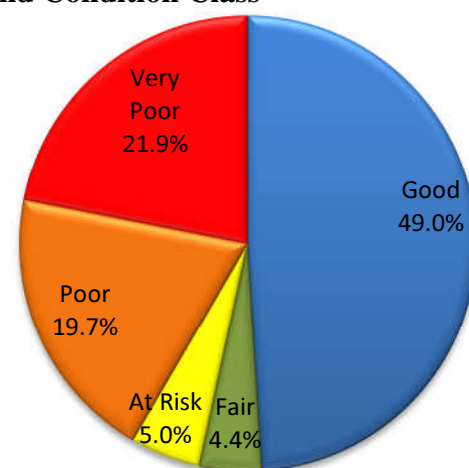
Table 2 – Street Network Statistics and Average PCI by Functional Class

Functional Class	Centerline Miles	Lane Miles	# of Sections	% of Network (by Area)	Average PCI
Arterial	7.50	13.41	41	10.4%	76
Collector	19.30	40.26	112	32.9%	60
Residential	42.53	84.63	305	56.7%	51
Totals	69.34	138.30	458	--	57

Table 2 details the percentage of the street network area by each PCI range or condition category.

Table 3 and Figure 1 – Percent Network Area by Functional Class and Condition Class

Condition Class	PCI Range	Arterial	Collector	Residential	Total
Good (I)	70-100	6.8%	17.5%	24.7%	49.0%
Fair (II)	60-69	0.5%	3.1%	0.8%	4.4%
At-Risk (III)	50-59	1.1%	1.0%	2.9%	5.0%
Poor (IV)	25-49	2.1%	5.4%	12.2%	19.7%
Failed (V)	0-24	0.0%	5.4%	16.4%	21.9%
Totals		10.4%	32.9%	56.7%	



¹ Replacement value is calculated as the current cost to reconstruct each street in the network

Present Cost to Repair the Street Network

The MTC Pavement Management Program (PMP) is designed to achieve an optimal network PCI somewhere between the low and mid 80's, which is in the middle of the good condition category. In other words, the system will recommend maintenance treatments in an attempt to bring all of the streets in the City to a 'good' condition, with the majority of the streets falling in the low to mid 80's PCI range. Streets with a PCI in the 80's (as opposed to 70's) will likely remain in the 'good' condition category for a longer period of time if relatively inexpensive preventive maintenance treatments are used. Once the PCI falls below 70, more expensive rehabilitation treatments will be needed.

The Budget Needs module of the PMP estimates a necessary funding level for the City's Pavement Preservation and Rehabilitation Program of \$44.2 million² over the next five-year period (2013 – 2017) in order to improve and maintain the street network PCI at an optimal level in the lower to mid 80's. Of this total, approximately \$27.6 million is needed in the first year alone. The five-year cost of \$44.2 million exceeds the City's planned five-year funding level of \$1.8 million by approximately \$42.4 million.

As mentioned earlier, the average PCI for the City's streets is 57, which is in the 'At-Risk' condition category. Why then, does it cost so much to repair the City's streets, and why bother improving them?

First, the cost to repair and maintain a pavement depends on its current PCI. In the 'Good' category, it costs very little to apply preventive maintenance treatments such as crack and surface seals, such as slurry seals, which can extend the life of a pavement by correcting minor faults and reducing further deterioration. Minor treatments are applied before pavement deterioration has become severe and usually costs less than \$4.50/sq. yd. Half (49.0%) of the City's street network would benefit from these relatively inexpensive, life-extending treatments.

Nine percent (9.4%) of the City's street network falls into the 'Fair' or 'At-Risk' condition categories. Pavements in this range show some form of distress caused by traffic load related activity or environmental distress that requires more than a life-extending treatment. At this point, a well-designed pavement will have served at least 75 percent of its life with the quality of the pavement dropping approximately 40 percent. The street surface may require a slurry seal application with digouts or a mill and thin overlay. These treatments typically range in cost from \$5.45 to \$25.50/sq. yd.

The remaining 41.6% of the City's street network falls into the 'Poor' or 'Failed' PCI ranges. These pavements are near the end of their service lives and often exhibit major forms of distress such as potholes, extensive cracking, etc. At this stage, a street usually requires either a mill and thick overlay with digouts, or Reconstruction. The costs for these treatments range from \$29.50 to \$142.00/sq. yd.

One of the key elements of a pavement repair strategy is to keep streets that are in the 'Good', 'Fair', and 'At-Risk' categories from deteriorating. This is particularly true for streets in the 'Fair' to 'At-Risk' range, because they are at the point where pavement deterioration accelerates if left

² Treatment costs are based on this year's average costs per square yard, with future years including a 4% inflation adjustment per year after 2013.

untreated. However, the deterioration rate for pavements in the ‘Poor’ to ‘Failed’ range is relatively flat and the condition of these streets will not decline significantly if repairs are delayed. As more ‘Good’ streets deteriorate into the ‘Fair’, ‘At-Risk’, ‘Poor’, and ‘Failed’ categories, the cost of deferred maintenance will continue to increase. The cost of the deferred maintenance backlog will stop increasing only when enough funds are provided to prevent streets from deteriorating into a worse condition category, or the whole network falls into the ‘Failed’ category (i.e. can not deteriorate any further). The deferred maintenance backlog refers to the dollar amount of maintenance and rehabilitation work that should have been completed to maintain the street in “good” condition, but had to be deferred due to funding deficiencies for preventative maintenance and/or pavement rehabilitation programs. The actual repairs that are being deferred are often referred to as a “backlog.”

Future Expenditures for Pavement Maintenance

Assuming historic funding is allocated for pavement maintenance, we anticipate that the City will spend \$1.8 million on pavement maintenance rehabilitation during the next five years (Fiscal year (FY) 2012-13 through FY 2016-17) as detailed on Table 4. This does not include funding dedicated to stop-gap treatments (eg. pothole patching).

Table 4. Projected Pavement Budget for FY 2012-13 to FY 2016-17

2012-13	2013-14	2014-15	2015-16	2016-17	Total
\$360,000	\$360,000	\$360,000	\$360,000	\$360,000	\$1,800,000

Budget Needs

Based on the principle that it costs less to maintain streets in good condition than bad, the MTC PMP strives to develop a maintenance strategy that will first improve the overall condition of the network to an optimal PCI somewhere between the low and mid 80’s, and then sustain it at that level. The average PCI for the City is 57, which is in the lower end of the ‘At-Risk’ condition category. Current funding strategies demonstrate there is a \$27.2 million deferred maintenance backlog³ in the first year of the scenario. If these issues are not addressed, the quality of the street network will inevitably decline. In order to correct these deficiencies, a cost-effective funding and maintenance and rehabilitation strategy must be implemented.

The first step in developing a cost-effective maintenance and rehabilitation strategy is to determine, assuming unlimited revenues, the maintenance “needs” of the City’s street network. Using the PMP Budget Needs module; street maintenance needs are estimated at \$44.2 million⁴ over the next five years. If the City follows the strategy recommended by the program, the average network PCI will increase to 84. If, however, current pavement maintenance funding is exhausted and little or no maintenance is applied over the next five years, already distressed streets will continue to deteriorate, and the network PCI will drop to 46. The results of the Budget Needs analysis are summarized in Table 5.⁵

³ Definition of deferred maintenance backlog can be found in Appendix A

⁴ Street maintenance costs include only the cost of maintaining existing pavement surface, and do not include improvements such as drainage improvements, curb & gutter, curb ramps, etc. that may be needed as a result of pavement reconstruction.

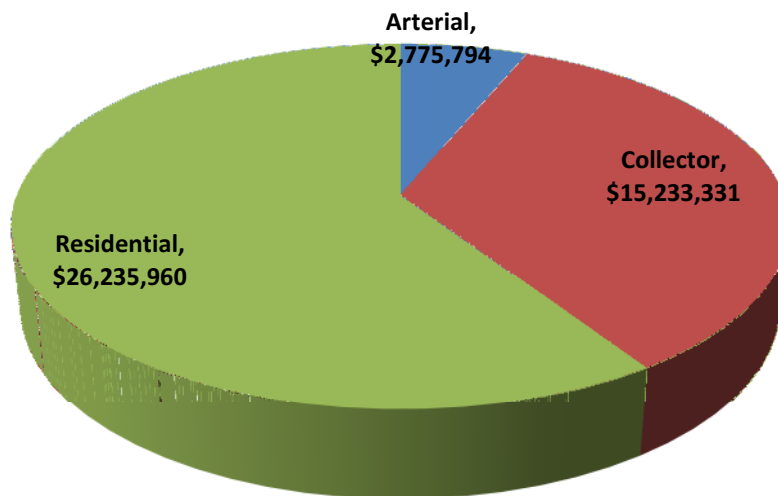
⁵ Actual program outputs are included in Appendixes B through F

Table 5. Summary of Results from Needs Analysis

<i>Fiscal Years</i>	2012-13	2013-14	2014-15	2015-16	2016-17	Total
PCI with Treatment	81	82	84	85	84	---
PCI, no Treatment	56	53	51	48	46	---
Budget Needs	\$27,571,370	\$5,282,360	\$5,460,604	\$3,834,299	\$2,096,457	\$44,245,090
Rehabilitation	\$26,834,406	\$5,127,522	\$5,244,732	\$3,647,326	\$1,995,400	\$42,849,386
Preventative Maintenance	\$736,963	\$154,837	\$215,871	\$186,972	\$101,056	\$1,395,699

Table 5 shows the level of expenditure required to raise the City's pavement condition to an optimal network PCI of 84 and eliminate the current maintenance and rehabilitation backlog. The results of the Budget Needs analysis represent the ideal funding strategy recommended by the MTC PMP. Of the \$44.2 million in maintenance and rehabilitation needs shown, approximately \$1.4 million or 3.2 percent is earmarked for preventive maintenance or life-extending treatments, while \$42.8 million or 96.8 percent is allocated for the more costly rehabilitation and reconstruction treatments.

Figure 2 is based on the Budget Needs Predictive Module. The Pavement Management Program is recommending a funding level of \$44.2 million over a five-year period. Figure 2 illustrates the funding distribution by street functional classification.

Figure 2. Budget Needs Funding Distribution by Functional Classification

Budget Scenarios

Having determined the maintenance and rehabilitation needs of the City's street network, the next step in developing a cost-effective maintenance and rehabilitation strategy is to conduct 'what-if' analyses. Using the PMP budget scenarios module, the impact of various budget scenarios can be evaluated. The program projects the effects of the different scenarios on pavement condition PCI and deferred maintenance (backlog). By examining the effects on these indicators, the advantages and disadvantages of different funding levels and maintenance strategies become clear. For the purpose of this report, the following scenarios were run for a five (5)-year period. The results are summarized in Table 6.

1. *Unconstrained (zero "deferred" maintenance)* — The annual amounts, as identified in the Budget Needs analysis totaling \$44.2 million, were input into the Budget Scenarios module. This scenario shows the effects of implementing the ideal investment strategy (as recommended by the MTC PMP Needs module). Because it is more cost-effective to eliminate the deferred maintenance backlog as quickly as possible, the bulk of the maintenance needs are addressed in the first year of the five-year program raising the overall average network PCI to 84.
2. *Current Investment Level* — An annual budget of \$360,000 was evaluated over five years, for a total of \$1.8 million, to determine the effects of continuing pavement maintenance at the current budget level. A 35% preventive maintenance split was used.
3. *Maintain Current PCI* — An annual funding level of \$1,800,000 per year, for a five year total of \$9.0 million, was evaluated to determine the effects at this investment level. This funding level sustains the current overall network average PCI of 57 over the duration of the five-year analysis period.
4. *Increase PCI by 5 points* — An investment level of \$3,000,000 in each year, for a total of \$15.0 million over five years, was evaluated. This funding level increases the overall average network PCI by 5 points, to 62, by the end of the fifth year.
5. *Increase PCI by 15 points* — An investment level of \$5,500,000 in each year, for a total of \$27.5 million over five years, was evaluated. This funding level increases the overall average network PCI by 15 points, to 72, by the end of the fifth year.
6. *Unconstrained -Ten Year* — This Scenario continues the analysis of Scenario 1 and extends it out to ten years. This shows that only an additional \$5.3 million would be required to maintain the network PCI in optimal level for ten years.

Table 6. Scenario Summary

Scenario Name	5 year budget	2017 PCI (change)	2017 deferred maintenance	2017 % good	2017 % Failed
1 – Unconstrained	\$44.2 million	84 (+28)	\$0	97.7%	0.0%
2 - Current Investment	\$1.8 million	49 (-8)	\$44.8 million	43.0%	34.0%
3 - Maintain Current PCI	\$9.0 million	57 (+0)	\$38.9 million	63.0%	32.1%
4 -Increase PCI by 5	\$15.0 million	62 (+5)	\$33.2 million	69.2%	27.0%
5 -Increase PCI by 15	\$27.5 million	72 (+15)	\$20.7 million	82.1%	15.6%

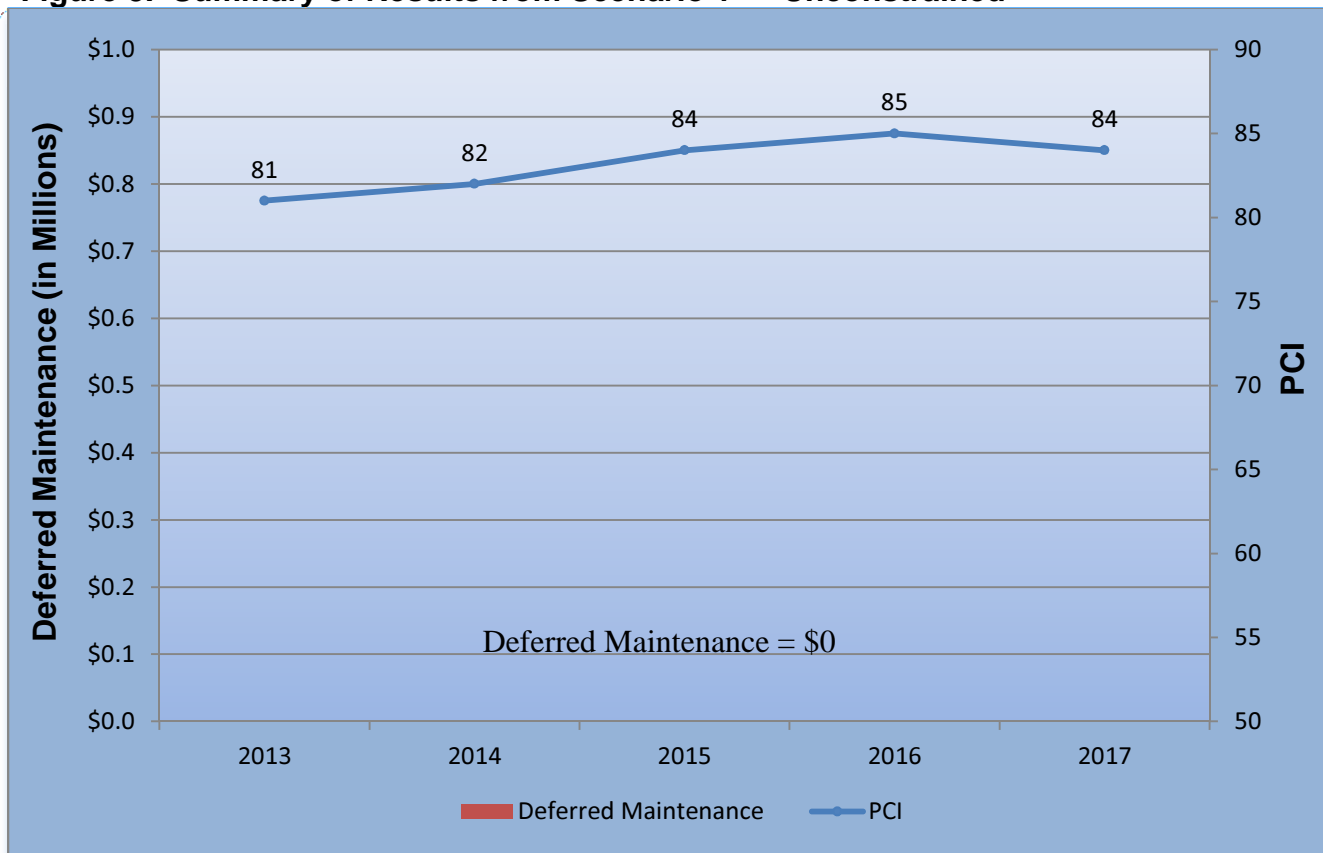
Scenario 1 — Unconstrained (zero deferred maintenance)

This scenario shows the effects of implementing the ideal investment strategy (as recommended by the MTC PMP Needs module). Because it is more cost-effective to eliminate the deferred maintenance backlog as quickly as possible, the bulk of the maintenance needs are addressed in the first year of the five-year program, raising the overall average network PCI to 84. The PCI remains at an optimal level over the entire time period. By 2017, 97.7% of the network improves into the ‘Good’ condition category, a significant increase from the current level of 49.0% in ‘Good’ condition. These results are shown in both Table 7 and Figure 3.

Table 7. Summary of Results from Scenario 1 — Unconstrained

	2013	2014	2015	2016	2017	Total
Budget	\$27,571,370	\$5,282,360	\$5,460,604	\$3,834,299	\$2,096,457	\$44,245,090
Rehabilitation	\$26,834,406	\$5,127,522	\$5,244,732	\$3,647,326	\$1,995,400	\$42,849,386
Preventative Maintenance	\$736,963	\$154,837	\$215,871	\$186,972	\$101,056	\$1,395,699
Stop-Gap (unmet)	\$0	\$0	\$0	\$0	\$0	\$0
Deferred Maintenance	\$0	\$0	\$0	\$0	\$0	---
PCI	81	82	84	85	84	

Figure 3. Summary of Results from Scenario 1 — Unconstrained



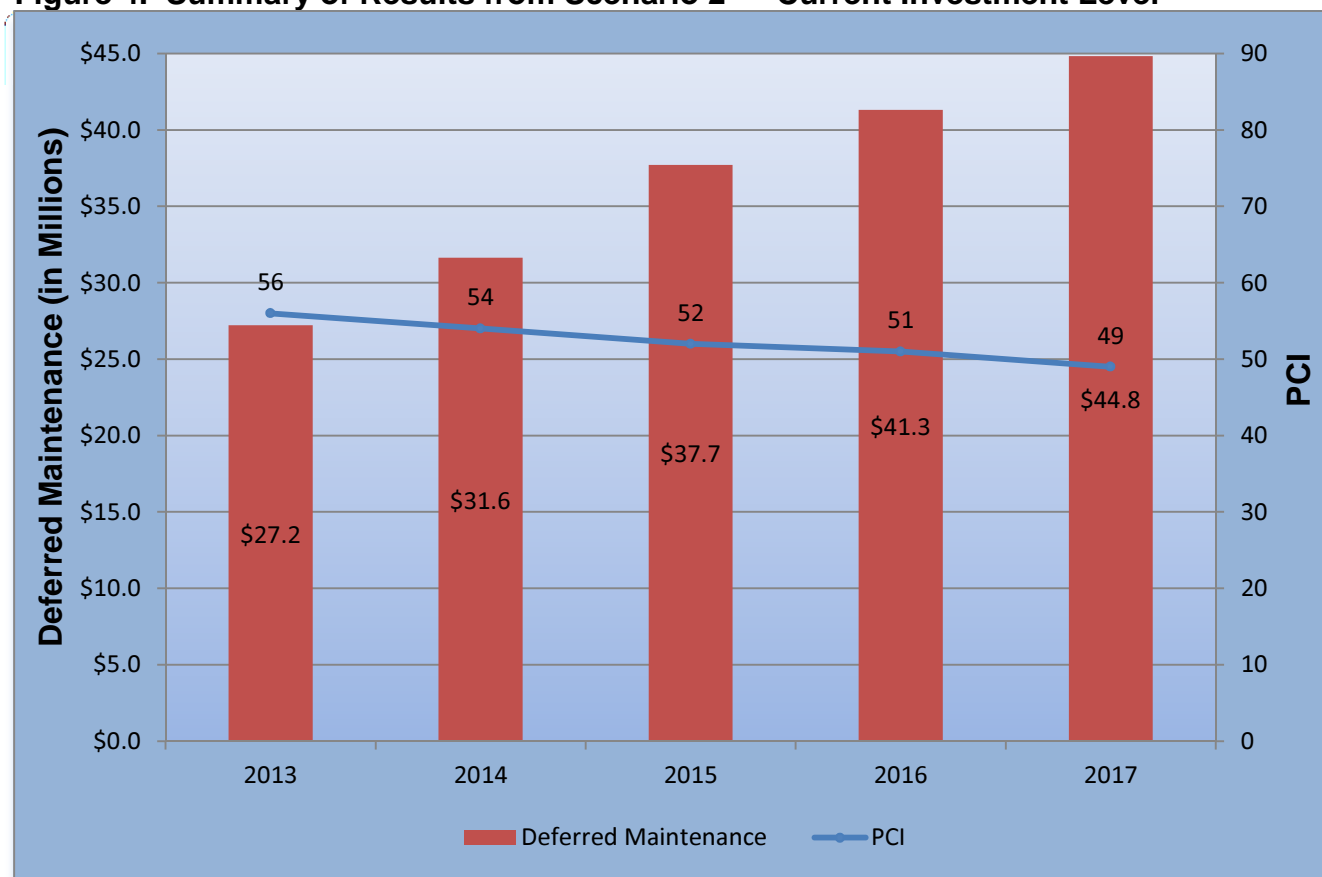
Scenario 2 — Current Investment Level

This scenario shows the effects of the City's current budget strategy, an annual investment level of \$360,000 per year starting in 2013, totaling \$1.8 million over five years. The overall network PCI will decrease by 8 points, from 57 currently, to 49 by 2017. Under this investment level, the deferred maintenance backlog increases from \$27.2 million to \$44.8 million, from 2013 to 2017. The percentage of the street network in the 'Failed' condition increases from 21.9% in 2013 to 34.0% in 2017. The percentage of the street network in 'Good' condition decreases, from 49.0% in 2013, to 43.0% in 2017. These results are illustrated in Table 8 and Figure 4.

Table 8. Summary of Results from Scenario 2 — Current Investment Level

	2013	2014	2016	2016	2017	Total
Budget	\$360,000	\$360,000	\$360,000	\$360,000	\$360,000	\$1,800,000
Rehabilitation	\$232,112	\$228,274	\$233,135	\$232,222	\$231,895	\$1,157,638
Preventative Maintenance	\$127,215	\$131,384	\$126,020	\$127,419	\$127,812	\$639,850
Stop-Gap (unmet)	\$204,903	\$40,908	\$42,349	\$32,249	\$12,151	\$332,560
Deferred Maintenance	\$27,211,955	\$31,648,097	\$37,722,008	\$41,313,969	\$44,829,349	---
PCI	56	54	52	51	49	

Figure 4. Summary of Results from Scenario 2 — Current Investment Level



Scenario 3 — Maintain Current PCI

This scenario shows the effects of an investment level of \$1,800,000 per year for five years, starting in 2013, totaling \$9.0 million over five years. This investment level maintains the overall average street network PCI at the current level of 57 over the five year scenario. The deferred maintenance backlog increases from \$25.8 million to \$38.9 million from 2013 to 2017. The percentage of the street network in the ‘Good’ condition category increases from 49.0% currently, to 63.0% in 2017. However, the percentage of roads in ‘Failed’ condition increases to 32.1% from the current level of 21.9%. These results are illustrated in Table 9 and Figure 5.

Table 9. Summary of Results, Scenario 3 — Maintain Current PCI

	2013	2014	2016	2016	2017	Total
Budget	\$1,800,000	\$1,800,000	\$1,800,000	\$1,800,000	\$1,800,000	\$9,000,000
Rehabilitation	\$1,527,508	\$1,510,159	\$1,507,235	\$1,503,095	\$1,514,354	\$7,562,351
Preventative Maintenance	\$272,484	\$289,848	\$292,690	\$296,405	\$195,666	\$1,347,093
Stop-Gap (unmet)	\$196,812	\$39,079	\$36,817	\$27,725	\$10,947	\$311,380
Deferred Maintenance	\$25,771,304	\$29,290,174	\$34,122,469	\$36,999,121	\$38,873,290	---
PCI	59	59	58	58	57	

Figure 5. Summary of Results from Scenario 3 — Maintain Current PCI



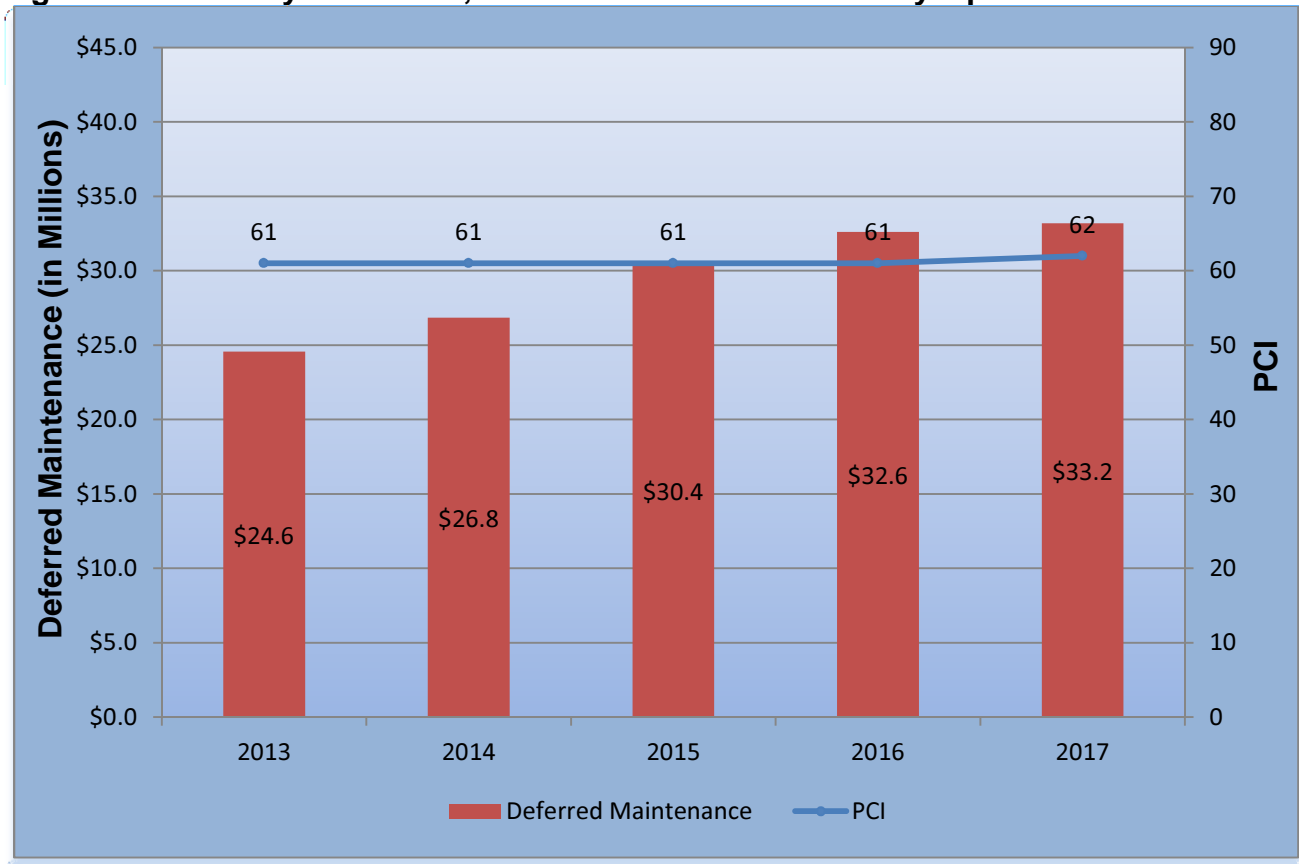
Scenario 4 — Increase PCI by 5 points

This scenario analyses the effects of increasing the maintenance and rehabilitation funding to \$3,000,000 per year over the next five years (totaling \$15.0 million). Under this scenario, the overall network PCI increases by five points, to 62, in 2017. At this funding level, the deferred maintenance backlog increases from \$24.6 million in 2013, to \$33.2 million in 2017. The percentage of the street network in the ‘Good’ condition category increases from 49.0% in 2013 to 69.2% in 2017, and the percentage of roads in ‘Failed’ condition increases to 27.0% from the current level of 21.9%. These results are illustrated in Table 10 and Figure 6.

Table 10. Summary of Results, Scenario 4 — Increase PCI by 5 points

	2013	2014	2016	2016	2017	Total
Budget	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$15,000,000
Rehabilitation	\$2,697,859	\$2,686,831	\$2,694,442	\$2,668,619	\$2,734,924	\$13,482,675
Preventative Maintenance	\$301,677	\$312,945	\$305,416	\$326,537	\$101,056	\$1,347,631
Stop-Gap (unmet)	\$189,200	\$34,144	\$32,373	\$18,999	\$10,263	\$284,979
Deferred Maintenance	\$24,571,765	\$26,842,893	\$30,377,363	\$32,614,321	\$33,179,372	---
PCI	61	61	61	61	62	

Figure 6. Summary of Results, Scenario 4 — Increase PCI by 5 points



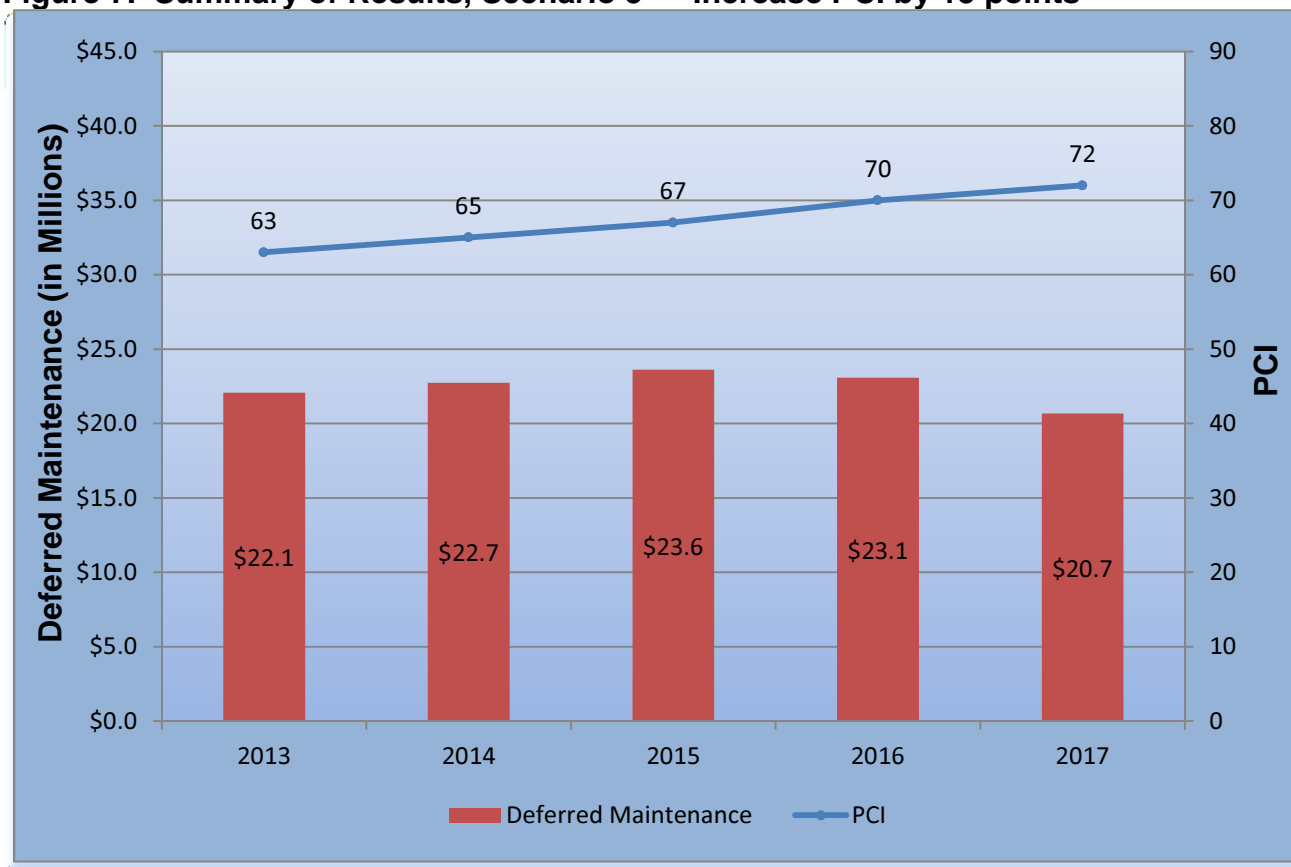
Scenario 5 — Increase PCI by 15 points

This scenario analyses the effects of increasing the maintenance and rehabilitation funding to \$5,500,000 per year over the next five years (totaling \$27.5 million). Under this scenario, the overall network PCI increases by 15 points, to 72, in 2017. At this funding level, the deferred maintenance backlog decreases from \$22.1 million in 2013, to \$20.7 million in 2017. The percentage of the street network in the ‘Good’ condition category increases from 49.0% in 2013 to 82.1% in 2017, and the percentage of roads in ‘Failed’ condition decreases to 15.6% from the current level of 21.9%. These results are illustrated in Table 11 and Figure 7.

Table 11. Summary of Results, Scenario 5 — Increase PCI by 15 points

	2013	2014	2016	2016	2017	Total
Budget	\$5,500,000	\$5,500,000	\$5,500,000	\$5,500,000	\$5,500,000	\$27,500,000
Rehabilitation	\$5,211,615	\$5,212,845	\$5,220,109	\$5,216,479	\$5,210,387	\$26,071,435
Preventative Maintenance	\$288,342	\$287,052	\$278,448	\$282,121	\$210,522	\$1,346,485
Stop-Gap (unmet)	\$179,307	\$30,926	\$21,898	\$10,403	\$9,467	\$252,001
Deferred Maintenance	\$22,071,346	\$22,736,682	\$23,608,213	\$23,070,965	\$20,677,132	---
PCI	63	65	67	70	72	

Figure 7. Summary of Results, Scenario 5 — Increase PCI by 15 points



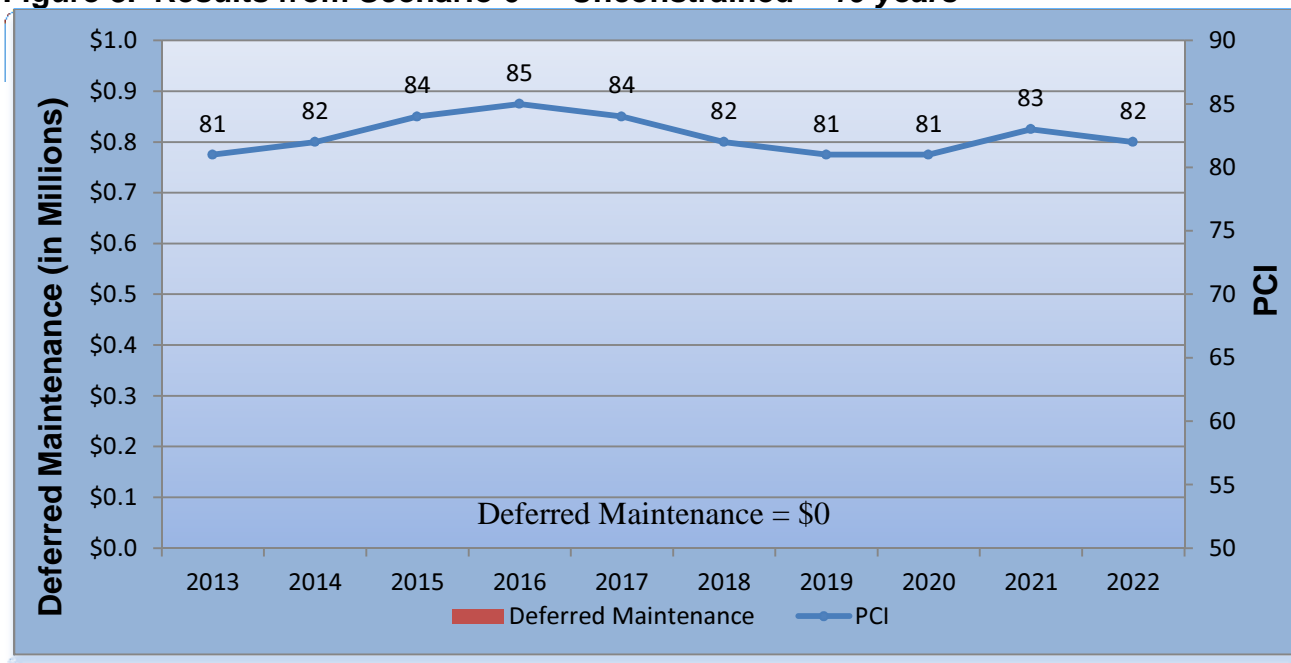
Scenario 6 — Unconstrained (zero deferred maintenance) – 10 years

This scenario shows the effects of continuing to implement the ideal investment strategy (as recommended by the MTC PMP Needs module) over 10 years. After the first five years, where the bulk of the street network is improved into ‘Good’ condition at a cost of \$44.2 million, the street network is then able to be maintained through the use of cost-effective preventative maintenance treatments. Over the second five years (2018 – 2022) the entire street network is maintained in ‘Good’ to ‘Fair’ condition for only \$5.3 million. This demonstrates the effectiveness of the pavement management strategy of bringing the entire network into a state where it can be maintained by very cost-effective preventative maintenance treatments. The PCI remains at an optimal level over the entire time period. These results are illustrated in Table 12 and Figure 8.

Table 12. Results from Scenario 6 — Unconstrained – 10 years

	2013	2014	2015	2016	2017	5 year Total
Budget	\$27,571,370	\$5,282,360	\$5,460,604	\$3,834,299	\$2,096,457	\$44,245,090
Rehabilitation	\$26,834,406	\$5,127,522	\$5,244,732	\$3,647,326	\$1,995,400	\$42,849,386
Preventative Maintenance	\$736,963	\$154,837	\$215,871	\$186,972	\$101,056	\$1,395,699
PCI	82	82	84	84	84	
	2018	2019	2020	2021	2022	10 year Total
Budget	\$124,116	\$444,481	\$1,127,965	\$2,698,490	\$946,492	\$49,586,634
Rehabilitation	\$60,436	\$194,176	\$263,774	\$264,509	\$119,860	\$43,752,141
Preventative Maintenance	\$63,679	\$250,304	\$864,190	\$2,433,980	\$826,631	\$5,834,483
PCI	82	81	80	83	82	

Figure 8. Results from Scenario 6 — Unconstrained – 10 years



A comparison of Scenarios 1-5 are summarized in Figures 9 and 10. Figure 9 depicts the deferred maintenance costs as they relate to PCI for the five scenarios evaluated. Figure 10 depicts the percent of the street network in the various condition categories for the five scenarios evaluated.

Figure 9. PCI and Deferred Maintenance Comparison of Scenarios 1 – 5

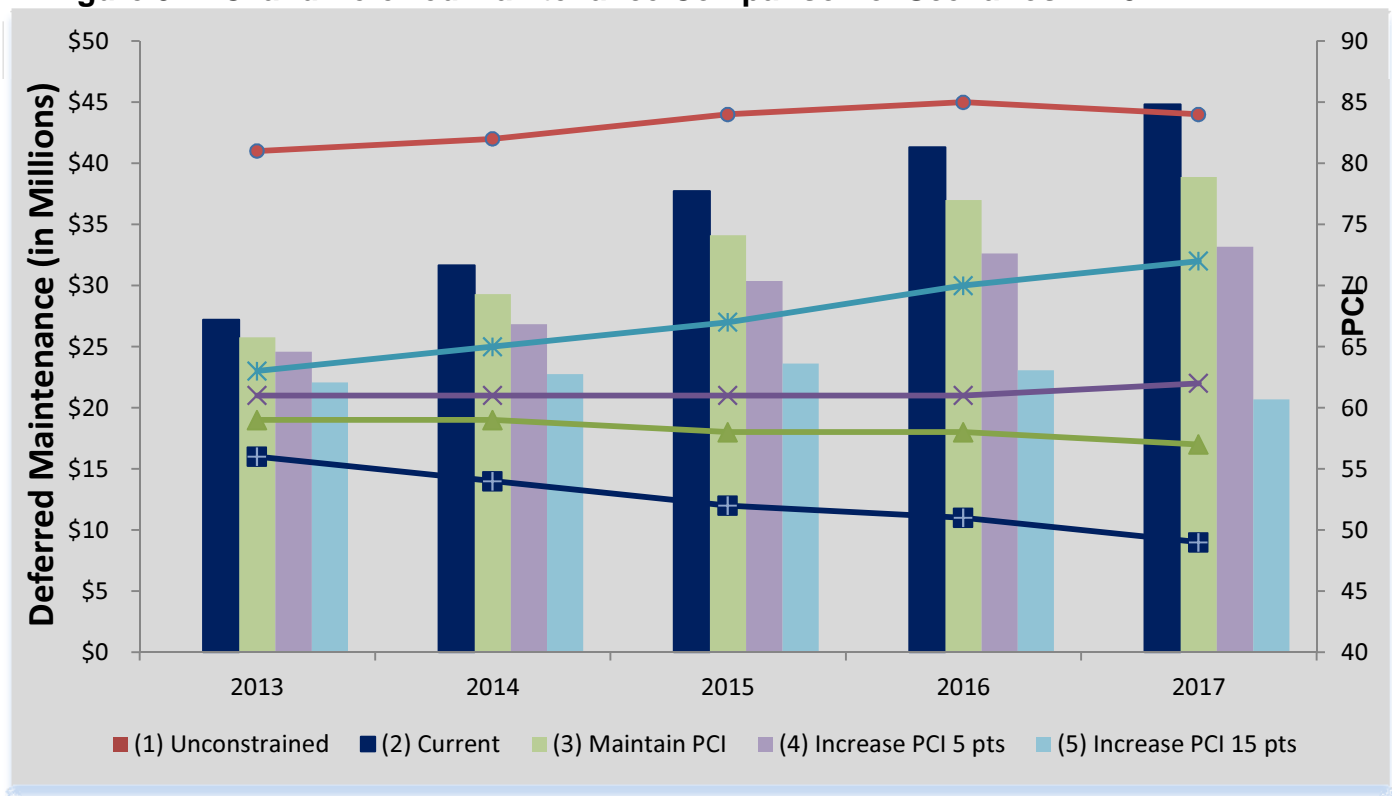
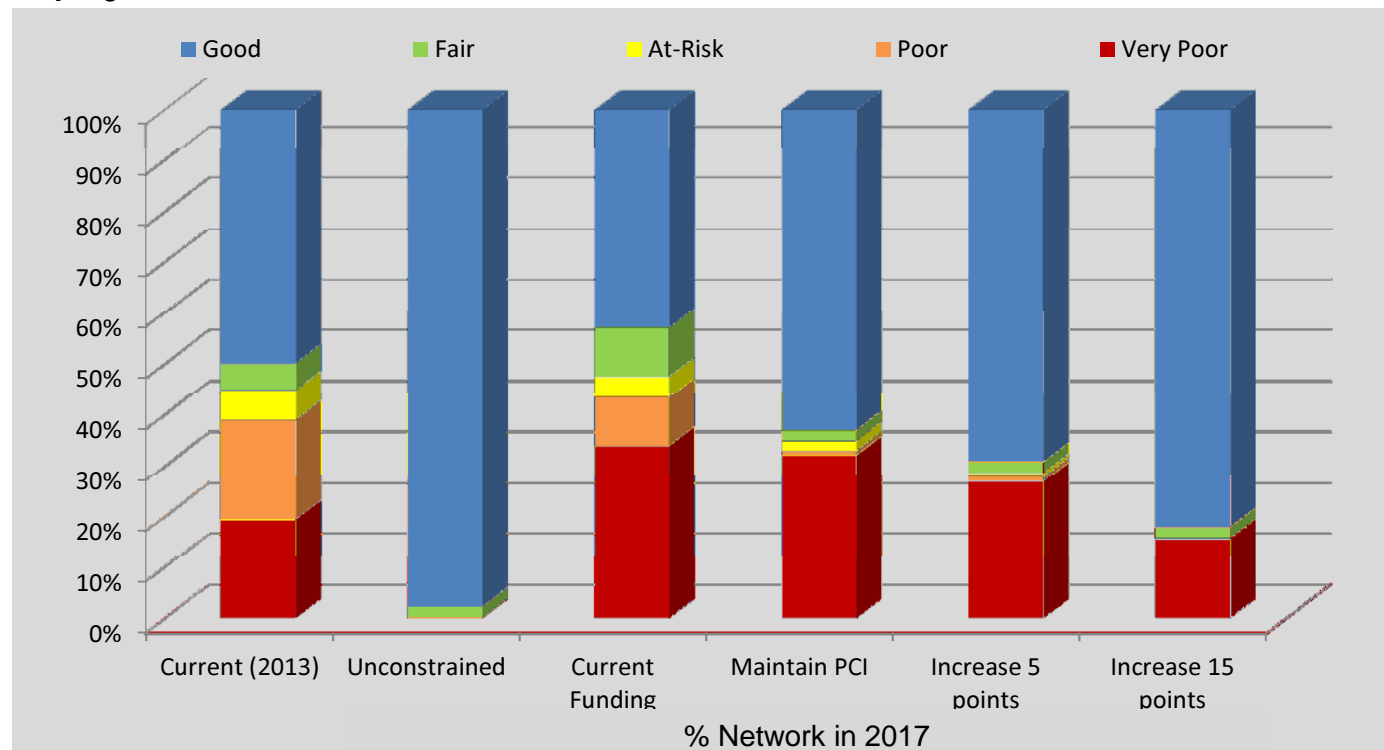


Figure 10. Percent of street network in Condition Categories (in 2017) for Scenarios 1 – 5



Current Pavement Maintenance Practices

The City of Belmont has been attempting to maintain their pavements with the limited dollars that have been allocated to their street budget. Even with the lowered budgets, the City has managed to implement a good preventative maintenance program by using a fairly aggressive slurry seal program. This program appears to be maintaining 'Good' streets at a fairly high level. The City has also applied localized asphalt patching in areas of significant pavement/base failures. Treating these localized failing areas before they completely fail appears to be working well. In addition, removing these serious street hazards could be protecting the City from potential legal issues. For streets in 'Poor' condition, the City has been applying 2 inch overlays and grind and overlay treatments, as budgets allow. Overall, considering the insufficient maintenance budget, the City has implemented a sound pavement maintenance strategy, with a good mix of preventative maintenance and rehabilitation treatments.

The City of Belmont's street network was previously inspected by Capitol Asset and Pavement in 2010 and our findings were summarized in a report. The main recommendation in our 2010 report was employing proper crack sealing. While it appears that the City has a fairly aggressive preventive maintenance program, improvements can still be made with a proper crack seal program. By choosing the proper candidates to crack seal, the City will be able to implement a more cost effective preventative maintenance program

The success or failure of a crack sealing program often depends on the selection of the proper pavement. If the street has alligator cracking, high-density multiple cracking, poor sub-base drainage or structural damage, crack sealing will not solve the problem. In these cases the damage is too severe. However, if the streets have a "Good" condition rating or better, then crack sealing can be beneficial.

Because water intrusion is the most destructive element to pavements, the objective of crack sealing is to prevent water from further damaging streets.. Sealing buys time and saves money by delaying the expense of major reconstructive pavement work. Filling or sealing pavement cracks to prevent water from entering the base and sub-base will extend the pavement life by three to five years at a minimum

Most of the cracks that need to be sealed are non-wheel path longitudinal cracks that run roughly parallel to the roadway center line. These types of cracks are not load associated and are typically caused by a poorly constructed paving joint. This could have been prevented by proper construction inspection at the time of the AC overlay.

The City of Belmont appears to have an aggressive slurry seal program that maintains their streets at a fairly high level. However, a proper crack sealing before slurry sealing will ensure a much better pavement surface and a longer lasting street.

Recommendations

Of the various maintenance and funding options considered, the *ideal* strategy for the City is presented in Scenario 1, with a five-year expenditure total of \$44.2 million. Not only does this surface management plan improve the network PCI to an optimal level of 84, it also eliminates the entire deferred maintenance backlog in the first year. As examined scenarios deviate from this strategy, the cost to the City will increase in the long term. However, the amount of funds in the first year of expenditure, approximately \$360,000, may make this strategy unrealistic for the City. This scenario can, however, be used as a base line for comparing other scenarios.

The current five-year funding level totaling \$1.8 million (Scenario 2) will result in the current PCI decreasing by eight points, to an average network PCI of 49 over the course of five years. The deferred maintenance price tag will increase from \$27.2 million in 2013 to \$44.8 million 2017. By following this strategy through 2017, 43.0% of the City's street will be in the 'Good' condition category, a decrease from the current level of 49.0% in 'Good' condition. At the City's current funding level, the street network condition will decline for the foreseeable future.

As demonstrated in the different scenarios, the City needs to invest a significant amount of money on expensive rehabilitation and reconstruction projects. This will reduce the deferred maintenance backlog, increase the network PCI, and allow money to be spent for less capital-intensive treatments such as slurry seals, crack sealing, and thin overlays in the future.

The PMP Budget Needs Module recommends \$40.0 million for streets in the 'Poor' to 'Failed' condition. Because these categories require extensive rehabilitation and reconstruction work, the work will consume approximately 90.4% of the planned costs, as estimated by the PMP. The amount of the street network in Failed condition will increase at the current funding level (from 21.9% to 34.0% over the next five years), indicating that the City will have to increase funding to perform the more expensive rehabilitation work on Failed streets.

Preparation of a budget options report is just one step in using the MTC PMP to build an effective street maintenance program. Recommendations for further steps are:

- Link major street repairs with utility maintenance schedules to prevent damage to newly paved street surfaces.
- Obtain detailed subsurface information on selected sections before major rehabilitation projects are contracted. Costs for large rehabilitation projects are extremely variable and estimates can sometimes be reduced following project-level engineering analysis. It is possible that only a portion of a street recommended for reconstruction actually requires such heavy-duty repair.
- Evaluate the specific treatments and costs recommended by the PMP, and modify them to reflect the actual repairs and unit costs that are expected to be used.
- Test other budget options with varying revenues and preventive maintenance and rehabilitation splits.

-
- Prepare a brief memo to City Officials outlining the recommended five-year maintenance program. The memo should include the amount of revenues available for pavement repair, a list of streets to be repaired, and the type of repair to be completed (listed in order of year of scheduled treatment), as well as any requests for specific budgetary actions.

In addition to performing cyclic pavement condition inspections, unit cost information for the applications of various maintenance and rehabilitation treatments should be updated annually in the PMP 'Decision Tree Module'. If this data is not kept current, the City runs the risk of understating actual funding requirements to adequately maintain the street network. A pavement inspection cycle that would allow for the inspection of arterial and collector streets every two years and residential streets every three to four years is recommended.

The City has completed the foundation work necessary to execute a successful pavement management plan. The street system is on the upper end of the 'At-Risk' condition category, indicating that the City has not consistently applied sufficient funds to maintain their large capital investment in the street system. At the current investment level, the street condition will continue to deteriorate. To improve the condition of the street system and reduce the maintenance backlog, additional revenues and support from various decision-making bodies are required.

As more 'Good' streets deteriorate into the 'At-Risk', 'Poor', and 'Failed' categories, the cost of deferred maintenance will continue to increase. The cost of the deferred maintenance backlog will stop increasing only when enough funds are provided to prevent streets from deteriorating into a worse condition category, or when the whole network falls into the 'Failed' category (i.e. can not deteriorate any further). At that time, the network would have to be replaced at a cost of \$108.1 million.

Appendix A - Definitions

The *pavement condition index*, or PCI, is a measurement of the health of the pavement network or condition and ranges from 0 to 100. A newly constructed street would have a PCI of 100, while a failed street would have a PCI of 10 or less. The PCI is calculated based on pavement distresses identified in the field.

Network is defined as a complete inventory of all streets and other pavement facilities in which the City has jurisdiction and maintenance responsibilities. To facilitate the management of streets, they are subdivided into management sections identified as a segment of street, which has the same characteristics.

Urban Arterial street system carries the major portion of trips entering and leaving the urban area, as well as the majority of through movements desiring to bypass the central City. In addition, significant intra-area-travel such as between central business districts and outlying residential areas exists.

Urban Collector Street provides land access service and traffic circulation within residential neighborhoods, commercial, and industrial areas. It differs from the arterial system in that facilities on a collector system may penetrate residential neighborhoods.

Urban Local Street system comprises all facilities not one of the higher systems. It serves primarily to provide direct access to abutting land and access to the higher systems.

Preventive Maintenance refers to repairs applied while the pavement is in “good” condition. Such repairs extend the life of the pavement at relatively low costs, and prevent the pavement from deteriorating into conditions requiring more expensive treatments. Preventive maintenance treatments include slurry seals, crack sealing, and deep patching. Treatments of this sort are applied before pavement deterioration has become severe and usually cost less than \$2.00/sq. yd.

Deferred Maintenance refers to the dollar amount of maintenance and rehabilitation work that should have been completed to maintain the street in “good” condition, but had to be deferred due to funding deficiencies for preventative maintenance and/or pavement rehabilitation programs. The actual repairs that are being deferred are often referred to as a “backlog.”

Stop Gap refers to the dollar amount of repairs applied to maintain the pavement in a serviceable condition (e.g. pothole patching). These repairs are a temporary measure to stop resident complaints, and do not extend the pavement life. Stopgap repairs are directly proportional to the amount of deferred maintenance.

Surface Types – AC is an Asphalt Concrete street that has one year’s asphalt, for example a street that has been newly constructed reconstructed. In contrast AC/AC (in reports marked as O – AC/AC) is a street that has an overlay treatment over the original asphalt construction.

Appendix B

Network Summary Statistics

Network Replacement Cost

Printed: 11/16/2012

	Total Sections	Total Center Miles	Total Lane Miles	PCI
Arterial	41	7.50	13.41	76
Collector	112	19.30	40.26	60
Residential/Local	305	42.53	84.63	51
** Combined	0	0.00	0.00	N/A
Total	458	69.34	138.30	

Overall Network PCI as of 11/16/2012: 57

** Combined Sections are those without a PCI Date - they have not been inspected or had a Treatment applied.

Functional Class	Surface Type	Lane Miles	Unit Cost/ Square Foot	Pavement Area/ Square Feet	Cost To Replace (in thousands)
Arterial	AC	4.9	\$15.8	397,250	\$6,268
	AC/AC	8.5	\$15.8	604,018	\$9,530
Collector	AC	22.7	\$12.4	1,863,119	\$23,175
	AC/AC	17.0	\$12.4	1,243,420	\$15,467
	PCC	0.6	\$0.8	48,600	\$40
Residential/Local	AC	49.0	\$9.8	3,334,974	\$32,597
	AC/AC	35.2	\$9.8	2,141,205	\$20,929
	PCC	0.5	\$4.4	24,950	\$110
Grand Total:		138.3		9,657,536	\$108,116

Appendix C

Needs Analysis Reports

Needs - Projected PCI/Cost Summary

Inflation Rate = 4.00 % Printed: 01/18/2013

Year	PCI Treated	PCI Untreated	PM Cost	Rehab Cost	Cost
2013	81	56	\$736,963	\$26,834,406	\$27,571,369
2014	82	53	\$154,837	\$5,127,522	\$5,282,359
2015	84	51	\$215,871	\$5,244,732	\$5,460,603
2016	85	48	\$186,972	\$3,647,326	\$3,834,298
2017	84	46	\$101,056	\$1,995,400	\$2,096,456
		% PM	PM Total Cost	Rehab Total Cost	Total Cost
		3.15%	\$1,395,699	\$42,849,386	\$44,245,085

Needs - Preventive Maintenance
Treatment/Cost Summary

Inflation Rate = 4.00 % Printed: 01/18/2013

<u>Treatment</u>	<u>Year</u>	<u>Area Treated</u>	<u>Cost</u>
SLURRY SEAL			
	2013	210,824.67 sq.yd.	\$736,963
	2014	38,173.33 sq.yd.	\$154,837
	2015	60,540.89 sq.yd.	\$215,871
	2016	44,260 sq.yd.	\$186,972
	2017	22,166.67 sq.yd.	\$101,056
	Total	375,965.56	\$1,395,699
	Total Quantity	375,965.56	\$1,395,699

Needs - Rehabilitation Treatment/Cost Summary

Inflation Rate = 4.00 % Printed: 01/18/2013

<u>Treatment</u>	<u>Year</u>	<u>Area Treated</u>		<u>Cost</u>
RECONSTRUCT STRUCTURE (AC)	2013	234,843.56	sq.yd.	\$22,059,318
	2014	42,090.89	sq.yd.	\$4,497,769
	2015	42,050.44	sq.yd.	\$4,227,550
	2016	31,598.89	sq.yd.	\$3,313,872
	2017	3,247.11	sq.yd.	\$379,741
	Total	353,830.89	sq.yd.	\$34,478,250
AC OVERLAY (TWO INCHES) W/F	2013	53,322.22	sq.yd.	\$1,573,012
	2014	8,794.44	sq.yd.	\$269,814
	2015	1,827.78	sq.yd.	\$58,320
	2016	2,455.56	sq.yd.	\$81,484
	Total	66,400	sq.yd.	\$1,982,630
AC OVERLAY (2 INCHES)	2013	16,544	sq.yd.	\$421,874
	2015	7,150	sq.yd.	\$197,203
	Total	23,694	sq.yd.	\$619,077
MILL AND OVERLAY	2013	25,933.33	sq.yd.	\$1,346,332
	2014	2,666.67	sq.yd.	\$70,720
	2017	4,522.22	sq.yd.	\$134,905
	Total	33,122.22	sq.yd.	\$1,551,957
MILL AND OVERLAY W/F	2013	14,286.67	sq.yd.	\$596,815
	2015	6,200	sq.yd.	\$394,175
	Total	20,486.67	sq.yd.	\$990,990
PATCH AND SLURRY SEAL	2013	23,945.56	sq.yd.	\$166,805
	2014	42,333.33	sq.yd.	\$289,219
	2015	30,011.11	sq.yd.	\$205,676
	2017	4,266.67	sq.yd.	\$27,204
	Total	100,556.67	sq.yd.	\$688,904
AC OVERLAY (0.30FT)	2013	5,333.33	sq.yd.	\$224,000
	2016	5,333.33	sq.yd.	\$251,970
	Total	10,666.67	sq.yd.	\$475,970
MILL AND OVERLAY W/F(0.30FT)	2013	8,750	sq.yd.	\$446,250
	2015	2,933.33	sq.yd.	\$161,808
	Total	11,683.33	sq.yd.	\$608,058
RECONSTRUCT SURFACE (AC)	2017	8,750	sq.yd.	\$1,453,550
	Total	8,750	sq.yd.	\$1,453,550
Total Cost				\$42,849,386

Appendix D

Scenario Analysis Reports

Note: For Scenarios - Network Summary Statistics reports, condition categories II-(Fair) and III-(At-risk) have been combined. This is standard in Streetsaver reports.

Scenarios - Network Condition Summary

Interest: 2%

Inflation: 4%

Printed: 01/18/2013

Scenario: (1) Unconstrained Needs

Year	Budget	PM Amt	Year	Budget	PM Amt	Year	Budget	PM Amt
2013	\$27,571,370	0%	2014	\$5,282,360	0%	2015	\$5,460,604	0%
2016	\$3,834,299	0%	2017	\$2,096,457	0%			

Projected Network Average PCI by year

Year	<u>Never Treated</u>	<u>With Selected Treatment</u>
2013	56	81
2014	53	82
2015	51	84
2016	48	85
2017	46	84

Percent Network Area by Functional Classification and Condition Class
Condition in base year 2013, prior to applying treatments.

<u>Condition</u> Class	<u>Arterial</u>	<u>Collector</u>	<u>Res/Loc</u>	<u>Other</u>	<u>Total</u>
I	6.8%	17.5%	24.7%	0.0%	49.0%
II / III	1.4%	4.6%	3.4%	0.0%	9.4%
IV	2.1%	5.4%	12.2%	0.0%	19.7%
V	0.0%	5.4%	16.4%	0.0%	21.9%
Total	10.4%	32.9%	56.7%	0.0%	100.0%

Percent Network Area by Functional Classification and Condition Class
Condition in year 2013 after schedulable treatments applied.

<u>Condition</u> Class	<u>Arterial</u>	<u>Collector</u>	<u>Res/Loc</u>	<u>Other</u>	<u>Total</u>
I	8.8%	27.7%	48.1%	0.0%	84.7%
II / III	0.8%	1.1%	1.3%	0.0%	3.2%
IV	0.8%	4.0%	7.3%	0.0%	12.1%
Total	10.4%	32.9%	56.7%	0.0%	100.0%

Percent Network Area by Functional Classification and Condition Class
Condition in year 2017 after schedulable treatments applied.

<u>Condition</u> Class	<u>Arterial</u>	<u>Collector</u>	<u>Res/Loc</u>	<u>Other</u>	<u>Total</u>
I	9.7%	32.3%	55.7%	0.0%	97.7%
II / III	0.6%	0.6%	0.8%	0.0%	2.0%
IV	0.0%	0.0%	0.2%	0.0%	0.2%
Total	10.4%	32.9%	56.7%	0.0%	100.0%

Interest: 2.00%

Inflation: 4.00%

Printed: 01/18/2013

Scenario: (1) Unconstrained Needs

Year	PM Amt	Budget	Rehabilitation		Preventative Maintenance	Surplus PM	Deferred	Stop Gap		
2013	0%	\$27,571,370	II	\$166,805	Non-Project Project	\$736,963 \$0	\$0	\$0	Funded	\$0
			III	\$1,768,206					Unmet	\$0
			IV	\$2,840,077						
			V	\$22,059,318						
			Total	\$26,834,406						
			Project	\$0						
2014	0%	\$5,282,360	II	\$289,219	Non-Project Project	\$154,837 \$0	\$0	\$0	Funded	\$0
			III	\$70,720					Unmet	\$0
			IV	\$269,814						
			V	\$4,497,769						
			Total	\$5,127,522						
			Project	\$0						
2015	0%	\$5,460,604	II	\$205,676	Non-Project Project	\$215,871 \$0	\$0	\$0	Funded	\$0
			III	\$197,203					Unmet	\$0
			IV	\$614,303						
			V	\$4,227,550						
			Total	\$5,244,732						
			Project	\$0						
2016	0%	\$3,834,299	II	\$0	Non-Project Project	\$186,972 \$0	\$0	\$0	Funded	\$0
			III	\$0					Unmet	\$0
			IV	\$333,454						
			V	\$3,313,872						
			Total	\$3,647,326						
			Project	\$0						
2017	0%	\$2,096,457	II	\$27,204	Non-Project Project	\$101,056 \$0	\$0	\$0	Funded	\$0
			III	\$134,905					Unmet	\$0
			IV	\$0						
			V	\$1,833,291						
			Total	\$1,995,400						
			Project	\$0						

Summary

Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Arterial	\$2,602,391	\$173,403	\$0	\$0
Collector	\$14,725,265	\$508,066	\$0	\$0
Residential/Local	\$25,521,730	\$714,230	\$0	\$0
Grand Total:	\$42,849,386	\$1,395,699	\$0	\$0

Scenarios - Network Condition Summary

Interest: 2%

Inflation: 4%

Printed: 01/18/2013

Scenario: (2) Current Projected Funding

Year	Budget	PM Amt	Year	Budget	PM Amt	Year	Budget	PM Amt
2013	\$360,000	35%	2014	\$360,000	35%	2015	\$360,000	35%
2016	\$360,000	35%	2017	\$360,000	35%			

Projected Network Average PCI by year

<u>Year</u>	<u>Never Treated</u>	<u>With Selected Treatment</u>
2013	56	56
2014	53	54
2015	51	52
2016	48	51
2017	46	49

Percent Network Area by Functional Classification and Condition Class
Condition in base year 2013, prior to applying treatments.

<u>Condition</u> Class	<u>Arterial</u>	<u>Collector</u>	<u>Res/Loc</u>	<u>Other</u>	<u>Total</u>
I	6.8%	17.5%	24.7%	0.0%	49.0%
II / III	1.4%	4.6%	3.4%	0.0%	9.4%
IV	2.1%	5.4%	12.2%	0.0%	19.7%
V	0.0%	5.4%	16.4%	0.0%	21.9%
Total	10.4%	32.9%	56.7%	0.0%	100.0%

Percent Network Area by Functional Classification and Condition Class
Condition in year 2013 after schedulable treatments applied.

<u>Condition</u> Class	<u>Arterial</u>	<u>Collector</u>	<u>Res/Loc</u>	<u>Other</u>	<u>Total</u>
I	7.5%	18.2%	25.5%	0.0%	51.2%
II / III	0.8%	4.2%	2.6%	0.0%	7.5%
IV	2.1%	5.1%	12.2%	0.0%	19.5%
V	0.0%	5.4%	16.4%	0.0%	21.9%
Total	10.4%	32.9%	56.7%	0.0%	100.0%

Percent Network Area by Functional Classification and Condition Class
Condition in year 2017 after schedulable treatments applied.

<u>Condition</u> Class	<u>Arterial</u>	<u>Collector</u>	<u>Res/Loc</u>	<u>Other</u>	<u>Total</u>
I	6.8%	12.2%	24.0%	0.0%	43.0%
II / III	0.6%	9.3%	3.6%	0.0%	13.5%
IV	2.1%	1.8%	5.7%	0.0%	9.5%
V	0.8%	9.7%	23.5%	0.0%	34.0%
Total	10.4%	32.9%	56.7%	0.0%	100.0%

Interest: 2.00%

Inflation: 4.00%

Printed: 01/18/2013

Scenario: (2) Current Projected Funding

Year	PM Amt	Budget	Rehabilitation		Preventative Maintenance	Surplus PM	Deferred	Stop Gap		
2013	35%	\$360,000	II	\$145,578	Non-Project	\$127,215	\$0	\$27,211,955	Funded	\$0
			III	\$0					Unmet	\$204,903
			IV	\$86,534						
			V	\$0						
			Total	\$232,112						
			Project	\$0						
2014	35%	\$360,000	II	\$51,709	Non-Project	\$131,384	\$0	\$31,648,097	Funded	\$0
			III	\$50,094					Unmet	\$40,908
			IV	\$126,471						
			V	\$0						
			Total	\$228,274						
			Project	\$0						
2015	35%	\$360,000	II	\$24,318	Non-Project	\$126,020	\$0	\$37,722,008	Funded	\$0
			III	\$0					Unmet	\$42,349
			IV	\$208,817						
			V	\$0						
			Total	\$233,135						
			Project	\$0						
2016	35%	\$360,000	II	\$52,587	Non-Project	\$127,419	\$0	\$41,313,969	Funded	\$0
			III	\$98,151					Unmet	\$32,249
			IV	\$81,484						
			V	\$0						
			Total	\$232,222						
			Project	\$0						
2017	35%	\$360,000	II	\$46,724	Non-Project	\$127,812	\$0	\$44,829,349	Funded	\$0
			III	\$73,585					Unmet	\$12,151
			IV	\$111,586						
			V	\$0						
			Total	\$231,895						
			Project	\$0						

Summary

Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Arterial	\$64,813	\$175,347	\$0	\$12,635
Collector	\$463,949	\$205,121	\$0	\$99,290
Residential/Local	\$628,876	\$259,382	\$0	\$220,635
Grand Total:	\$1,157,638	\$639,850	\$0	\$332,560

Scenarios - Network Condition Summary

Interest: 2%

Inflation: 4%

Printed: 01/18/2013

Scenario: (3) Maintain Current PCI (\$1.8 million per year)

Year	Budget	PM Amt	Year	Budget	PM Amt	Year	Budget	PM Amt
2013	\$1,800,000	15%	2014	\$1,800,000	15%	2015	\$1,800,000	15%
2016	\$1,800,000	15%	2017	\$1,800,000	15%			

Projected Network Average PCI by year

<u>Year</u>	<u>Never Treated</u>	<u>With Selected Treatment</u>
2013	56	59
2014	53	59
2015	51	58
2016	48	58
2017	46	57

Percent Network Area by Functional Classification and Condition Class
Condition in base year 2013, prior to applying treatments.

<u>Condition Class</u>	<u>Arterial</u>	<u>Collector</u>	<u>Res/Loc</u>	<u>Other</u>	<u>Total</u>
I	6.8%	17.5%	24.7%	0.0%	49.0%
II / III	1.4%	4.6%	3.4%	0.0%	9.4%
IV	2.1%	5.4%	12.2%	0.0%	19.7%
V	0.0%	5.4%	16.4%	0.0%	21.9%
Total	10.4%	32.9%	56.7%	0.0%	100.0%

Percent Network Area by Functional Classification and Condition Class
Condition in year 2013 after schedulable treatments applied.

<u>Condition Class</u>	<u>Arterial</u>	<u>Collector</u>	<u>Res/Loc</u>	<u>Other</u>	<u>Total</u>
I	8.0%	19.7%	27.8%	0.0%	55.5%
II / III	0.8%	3.2%	2.0%	0.0%	6.0%
IV	1.6%	4.6%	10.5%	0.0%	16.7%
V	0.0%	5.4%	16.4%	0.0%	21.9%
Total	10.4%	32.9%	56.7%	0.0%	100.0%

Percent Network Area by Functional Classification and Condition Class
Condition in year 2017 after schedulable treatments applied.

<u>Condition Class</u>	<u>Arterial</u>	<u>Collector</u>	<u>Res/Loc</u>	<u>Other</u>	<u>Total</u>
I	8.5%	20.6%	33.9%	0.0%	63.0%
II / III	0.6%	2.6%	0.8%	0.0%	4.0%
IV	0.4%	0.3%	0.2%	0.0%	0.9%
V	0.8%	9.5%	21.8%	0.0%	32.1%
Total	10.4%	32.9%	56.7%	0.0%	100.0%

Interest: 2.00%

Inflation: 4.00%

Printed: 01/18/2013

Scenario: (3) Maintain Current PCI (\$1.8 million per year)

Year	PM Amt	Budget	Rehabilitation		Preventative Maintenance	Surplus PM	Deferred	Stop Gap		
2013	15%	\$1,800,000	II	\$166,805	Non-Project Project	\$272,484	\$0	\$25,771,304	Funded	\$0
			III	\$325,268		Unmet			\$196,812	
			IV	\$1,035,435						
			V	\$0						
			Total	\$1,527,508						
			Project	\$0						
2014	15%	\$1,800,000	II	\$51,709	Non-Project Project	\$289,848	\$0	\$29,290,174	Funded	\$0
			III	\$142,018		Unmet			\$39,079	
			IV	\$1,316,432						
			V	\$0						
			Total	\$1,510,159						
			Project	\$0						
2015	15%	\$1,800,000	II	\$452,689	Non-Project Project	\$292,690	\$0	\$34,122,469	Funded	\$0
			III	\$412,481		Unmet			\$36,817	
			IV	\$642,065						
			V	\$0						
			Total	\$1,507,235						
			Project	\$0						
2016	15%	\$1,800,000	II	\$115,364	Non-Project Project	\$296,405	\$0	\$36,999,121	Funded	\$0
			III	\$153,301		Unmet			\$27,725	
			IV	\$743,396						
			V	\$491,034						
			Total	\$1,503,095						
			Project	\$0						
2017	15%	\$1,800,000	II	\$45,586	Non-Project Project	\$195,666	\$74,334	\$38,873,290	Funded	\$0
			III	\$134,905		Unmet			\$10,947	
			IV	\$0						
			V	\$1,333,863						
			Total	\$1,514,354						
			Project	\$0						

Summary

Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Arterial	\$953,577	\$174,251	\$0	\$9,734
Collector	\$1,833,698	\$457,272	\$0	\$91,477
Residential/Local	\$4,775,076	\$715,570	\$0	\$210,169
Grand Total:	\$7,562,351	\$1,347,093	\$0	\$311,380

Scenarios - Network Condition Summary

Interest: 2%

Inflation: 4%

Printed: 01/23/2013

Scenario: (4) Increase PCI 5 points (\$3.0 million per year)

Year	Budget	PM Amt	Year	Budget	PM Amt	Year	Budget	PM Amt
2013	\$3,000,000	10%	2014	\$3,000,000	10%	2015	\$3,000,000	10%
2016	\$3,000,000	10%	2017	\$3,000,000	8%			

Projected Network Average PCI by year

<u>Year</u>	<u>Never Treated</u>	<u>With Selected Treatment</u>
2013	56	61
2014	53	61
2015	51	61
2016	48	61
2017	46	62

Percent Network Area by Functional Classification and Condition Class
Condition in base year 2013, prior to applying treatments.

<u>Condition Class</u>	<u>Arterial</u>	<u>Collector</u>	<u>Res/Loc</u>	<u>Other</u>	<u>Total</u>
I	6.8%	17.5%	24.7%	0.0%	49.0%
II / III	1.4%	4.6%	3.4%	0.0%	9.4%
IV	2.1%	5.4%	12.2%	0.0%	19.7%
V	0.0%	5.4%	16.4%	0.0%	21.9%
Total	10.4%	32.9%	56.7%	0.0%	100.0%

Percent Network Area by Functional Classification and Condition Class
Condition in year 2013 after schedulable treatments applied.

<u>Condition Class</u>	<u>Arterial</u>	<u>Collector</u>	<u>Res/Loc</u>	<u>Other</u>	<u>Total</u>
I	8.0%	19.7%	31.5%	0.0%	59.2%
II / III	0.8%	3.2%	1.5%	0.0%	5.5%
IV	1.6%	4.5%	7.3%	0.0%	13.4%
V	0.0%	5.4%	16.4%	0.0%	21.9%
Total	10.4%	32.9%	56.7%	0.0%	100.0%

Percent Network Area by Functional Classification and Condition Class
Condition in year 2017 after schedulable treatments applied.

<u>Condition Class</u>	<u>Arterial</u>	<u>Collector</u>	<u>Res/Loc</u>	<u>Other</u>	<u>Total</u>
I	8.5%	21.6%	39.1%	0.0%	69.2%
II / III	0.6%	1.5%	0.8%	0.0%	2.9%
IV	0.4%	0.3%	0.2%	0.0%	0.9%
V	0.8%	9.5%	16.7%	0.0%	27.0%
Total	10.4%	32.9%	56.7%	0.0%	100.0%

Scenarios - Cost Summary

Interest: 2.00%

Inflation: 4.00%

Printed: 01/23/2013

Scenario: (4) Increase PCI 5 points (\$3.0 million per year)

Year	PM Amt	Budget	Rehabilitation		Preventative Maintenance	Surplus PM	Deferred	Stop Gap		
2013	10%	\$3,000,000	II	\$166,805	Non-Project Project	\$301,677	\$0	\$24,571,765	Funded	\$0
			III	\$461,824		Unmet			\$189,200	
			IV	\$2,069,230						
			V	\$0						
			Total	\$2,697,859						
			Project	\$0						
2014	10%	\$3,000,000	II	\$289,219	Non-Project Project	\$312,945	\$0	\$26,842,893	Funded	\$0
			III	\$859,514		Unmet			\$34,144	
			IV	\$646,994						
			V	\$891,104						
			Total	\$2,686,831						
			Project	\$0						
2015	10%	\$3,000,000	II	\$205,676	Non-Project Project	\$305,416	\$0	\$30,377,363	Funded	\$0
			III	\$197,203		Unmet			\$32,373	
			IV	\$614,303						
			V	\$1,677,260						
			Total	\$2,694,442						
			Project	\$0						
2016	10%	\$3,000,000	II	\$115,364	Non-Project Project	\$326,537	\$0	\$32,614,321	Funded	\$0
			III	\$153,301		Unmet			\$18,999	
			IV	\$333,454						
			V	\$2,066,500						
			Total	\$2,668,619						
			Project	\$0						
2017	8%	\$3,000,000	II	\$27,204	Non-Project Project	\$101,056	\$138,944	\$33,179,372	Funded	\$0
			III	\$134,905		Unmet			\$10,263	
			IV	\$0						
			V	\$2,572,815						
			Total	\$2,734,924						
			Project	\$0						

Summary

Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Arterial	\$943,923	\$174,251	\$0	\$9,734
Collector	\$2,432,056	\$461,616	\$0	\$85,468
Residential/Local	\$10,106,696	\$711,764	\$0	\$189,777
Grand Total:	\$13,482,675	\$1,347,631	\$0	\$284,980

Scenarios - Network Condition Summary

Interest: 2%

Inflation: 4%

Printed: 01/18/2013

Scenario: (5) Increase PCI 15 points (\$5.5 million per year)

Year	Budget	PM Amt	Year	Budget	PM Amt	Year	Budget	PM Amt
2013	\$5,500,000	5%	2014	\$5,500,000	5%	2015	\$5,500,000	5%
2016	\$5,500,000	5%	2017	\$5,500,000	5%			

Projected Network Average PCI by year

<u>Year</u>	<u>Never Treated</u>	<u>With Selected Treatment</u>
2013	56	63
2014	53	65
2015	51	67
2016	48	70
2017	46	72

Percent Network Area by Functional Classification and Condition Class
Condition in base year 2013, prior to applying treatments.

<u>Condition Class</u>	<u>Arterial</u>	<u>Collector</u>	<u>Res/Loc</u>	<u>Other</u>	<u>Total</u>
I	6.8%	17.5%	24.7%	0.0%	49.0%
II / III	1.4%	4.6%	3.4%	0.0%	9.4%
IV	2.1%	5.4%	12.2%	0.0%	19.7%
V	0.0%	5.4%	16.4%	0.0%	21.9%
Total	10.4%	32.9%	56.7%	0.0%	100.0%

Percent Network Area by Functional Classification and Condition Class
Condition in year 2013 after schedulable treatments applied.

<u>Condition Class</u>	<u>Arterial</u>	<u>Collector</u>	<u>Res/Loc</u>	<u>Other</u>	<u>Total</u>
I	8.8%	22.3%	32.2%	0.0%	63.2%
II / III	0.8%	1.1%	1.3%	0.0%	3.2%
IV	0.8%	4.0%	7.3%	0.0%	12.1%
V	0.0%	5.4%	16.0%	0.0%	21.4%
Total	10.4%	32.9%	56.7%	0.0%	100.0%

Percent Network Area by Functional Classification and Condition Class
Condition in year 2017 after schedulable treatments applied.

<u>Condition Class</u>	<u>Arterial</u>	<u>Collector</u>	<u>Res/Loc</u>	<u>Other</u>	<u>Total</u>
I	8.9%	22.8%	50.4%	0.0%	82.1%
II / III	0.6%	0.6%	0.8%	0.0%	2.0%
IV	0.0%	0.0%	0.2%	0.0%	0.2%
V	0.8%	9.5%	5.4%	0.0%	15.6%
Total	10.4%	32.9%	56.7%	0.0%	100.0%

Interest: 2.00%

Inflation: 4.00%

Printed: 01/18/2013

Scenario: (5) Increase PCI 15 points (\$5.5 million per year)

Year	PM Amt	Budget	Rehabilitation		Preventative Maintenance	Surplus PM	Deferred	Stop Gap		
2013	5%	\$5,500,000	II	\$166,805	Non-Project Project	\$288,342	\$0	\$22,071,346	Funded	\$0
			III	\$1,768,206		Unmet			\$179,307	
			IV	\$2,840,077						
			V	\$436,527						
			Total	\$5,211,615						
			Project	\$0						
2014	5%	\$5,500,000	II	\$289,219	Non-Project Project	\$287,052	\$0	\$22,736,682	Funded	\$0
			III	\$70,720		Unmet			\$30,926	
			IV	\$269,814						
			V	\$4,583,092						
			Total	\$5,212,845						
			Project	\$0						
2015	5%	\$5,500,000	II	\$205,676	Non-Project Project	\$278,448	\$0	\$23,608,213	Funded	\$0
			III	\$197,203		Unmet			\$21,898	
			IV	\$614,303						
			V	\$4,202,927						
			Total	\$5,220,109						
			Project	\$0						
2016	5%	\$5,500,000	II	\$115,364	Non-Project Project	\$282,121	\$0	\$23,070,965	Funded	\$0
			III	\$153,301		Unmet			\$10,403	
			IV	\$333,454						
			V	\$4,614,360						
			Total	\$5,216,479						
			Project	\$0						
2017	5%	\$5,500,000	II	\$45,586	Non-Project Project	\$210,522	\$64,478	\$20,677,132	Funded	\$0
			III	\$134,905		Unmet			\$9,467	
			IV	\$0						
			V	\$5,029,896						
			Total	\$5,210,387						
			Project	\$0						

Summary

Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Arterial	\$1,148,841	\$174,251	\$0	\$7,984
Collector	\$3,159,291	\$457,736	\$0	\$81,516
Residential/Local	\$21,763,303	\$714,498	\$0	\$162,500
Grand Total:	\$26,071,435	\$1,346,485	\$0	\$252,001

Scenarios - Network Condition Summary

Interest: 2%

Inflation: 4%

Printed: 01/22/2013

Scenario: (6) Unconstrained 10 year

Year	Budget	PM Amt	Year	Budget	PM Amt	Year	Budget	PM Amt
2013	\$27,571,370	0%	2014	\$5,282,360	0%	2015	\$5,460,604	0%
2016	\$3,834,299	0%	2017	\$2,096,457	0%	2018	\$124,116	0%
2019	\$444,481	0%	2020	\$1,127,965	0%	2021	\$2,698,490	0%
2022	\$946,492	0%						

Projected Network Average PCI by year

<u>Year</u>	<u>Never Treated</u>	<u>With Selected Treatment</u>
2013	56	81
2014	53	82
2015	51	84
2016	48	85
2017	46	84
2018	44	82
2019	42	81
2020	40	81
2021	38	83
2022	36	82

Percent Network Area by Functional Classification and Condition Class

Condition in base year 2013, prior to applying treatments.

<u>Condition Class</u>	<u>Arterial</u>	<u>Collector</u>	<u>Res/Loc</u>	<u>Other</u>	<u>Total</u>
I	6.8%	17.5%	24.7%	0.0%	49.0%
II / III	1.4%	4.6%	3.4%	0.0%	9.4%
IV	2.1%	5.4%	12.2%	0.0%	19.7%
V	0.0%	5.4%	16.4%	0.0%	21.9%
Total	10.4%	32.9%	56.7%	0.0%	100.0%

Percent Network Area by Functional Classification and Condition Class

Condition in year 2013 after schedulable treatments applied.

<u>Condition Class</u>	<u>Arterial</u>	<u>Collector</u>	<u>Res/Loc</u>	<u>Other</u>	<u>Total</u>
I	8.8%	27.7%	48.1%	0.0%	84.7%
II / III	0.8%	1.1%	1.3%	0.0%	3.2%
IV	0.8%	4.0%	7.3%	0.0%	12.1%
Total	10.4%	32.9%	56.7%	0.0%	100.0%

Percent Network Area by Functional Classification and Condition Class

Condition in year 2022 after schedulable treatments applied.

Scenarios - Network Condition Summary

Printed: 01/22/2013

Scenario: (6) Unconstrained 10 year

<u>Condition</u> <u>Class</u>	<u>Arterial</u>	<u>Collector</u>	<u>Res/Loc</u>	<u>Other</u>	<u>Total</u>
I	10.1%	27.1%	55.7%	0.0%	92.9%
II / III	0.3%	5.8%	1.0%	0.0%	7.1%
Total	10.4%	32.9%	56.7%	0.0%	100.0%

Interest: 2.00%

Inflation: 4.00%

Printed: 01/22/2013

Scenario: (6) Unconstrained 10 year

Year	PM Amt	Budget	Rehabilitation		Preventative Maintenance	Surplus PM	Deferred	Stop Gap		
2013	0%	\$27,571,370	II	\$166,805	Non-Project Project	\$736,963	\$0	\$0	Funded	\$0
			III	\$1,768,206		Unmet			\$0	
			IV	\$2,840,077						
			V	\$22,059,318						
			Total Project	\$26,834,406	\$0					
2014	0%	\$5,282,360	II	\$289,219	Non-Project Project	\$154,837	\$0	\$0	Funded	\$0
			III	\$70,720		Unmet			\$0	
			IV	\$269,814						
			V	\$4,497,769						
			Total Project	\$5,127,522	\$0					
2015	0%	\$5,460,604	II	\$205,676	Non-Project Project	\$215,871	\$0	\$0	Funded	\$0
			III	\$197,203		Unmet			\$0	
			IV	\$614,303						
			V	\$4,227,550						
			Total Project	\$5,244,732	\$0					
2016	0%	\$3,834,299	II	\$0	Non-Project Project	\$186,972	\$0	\$0	Funded	\$0
			III	\$0		Unmet			\$0	
			IV	\$333,454						
			V	\$3,313,872						
			Total Project	\$3,647,326	\$0					
2017	0%	\$2,096,457	II	\$27,204	Non-Project Project	\$101,056	\$0	\$0	Funded	\$0
			III	\$134,905		Unmet			\$0	
			IV	\$0						
			V	\$1,833,291						
			Total Project	\$1,995,400	\$0					
2018	0%	\$124,116	II	\$0	Non-Project Project	\$63,679	\$0	\$0	Funded	\$0
			III	\$0		Unmet			\$0	
			IV	\$0						
			V	\$60,436						
			Total Project	\$60,436	\$0					

Year	PM Amt	Budget	Rehabilitation		Preventative Maintenance	Surplus PM	Deferred	Stop Gap		
2019	0%	\$444,481	II	\$0	Non-Project	\$250,304	\$0	\$0	Funded	\$0
			III	\$0						
			IV	\$0						
			V	\$194,176						
			Total	\$194,176	Project	\$0				
			Project	\$0						
2020	0%	\$1,127,965	II	\$263,774	Non-Project	\$864,190	\$0	\$0	Funded	\$0
			III	\$0						
			IV	\$0						
			V	\$0						
			Total	\$263,774	Project	\$0				
			Project	\$0						
2021	0%	\$2,698,490	II	\$77,995	Non-Project	\$2,433,980	\$0	\$0	Funded	\$0
			III	\$186,514						
			IV	\$0						
			V	\$0						
			Total	\$264,509	Project	\$0				
			Project	\$0						
2022	0%	\$946,492	II	\$45,681	Non-Project	\$826,631	\$0	\$0	Funded	\$0
			III	\$0						
			IV	\$74,179						
			V	\$0						
			Total	\$119,860	Project	\$0				
			Project	\$0						

Summary

Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Arterial	\$2,687,680	\$1,478,750	\$0	\$0
Collector	\$14,990,657	\$1,703,315	\$0	\$0
Residential/Local	\$26,073,804	\$2,652,418	\$0	\$0
Grand Total:	\$43,752,141	\$5,834,483	\$0	\$0

Appendix E

Section PCI/RSL Listing

Map – Current PCI Condition

Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
ACAAV	ACAAV1	ACADEMY AVENUE	RALSTON AVENUE	s/o BELBURN DRIVE	580	27	15,660	R - Residential/Local	A - AC	19	0
ACAAV	ACAAV2	ACADEMY AVENUE	s/o BELBURN DRIVE	s/o ALDEN DRIVE	540	27	14,580	R - Residential/Local	A - AC	83	34.32
ACAAV	ACAAV3	ACADEMY AVENUE	s/o ALDEN ST	NORTH END	930	27	25,110	R - Residential/Local	A - AC	74	23.31
ACACT	ACACT	ACADEMY COURT	ACADEMY AVENUE	ACADEMY AVENUE	365	16	5,840	R - Residential/Local	A - AC	81	31.04
ADELA	ADELA	ADELAIDE WAY	CHRISTIAN DRIVE	CHRISTIAN DRIVE	1,600	30	48,000	R - Residential/Local	A - AC	25	0
ALAMED	ALAM1	ALAMEDA DE LAS PULGAS	SAN MATEO CITY LIMIT	FOREST AVENUE	200	42	8,400	A - Arterial	O - AC/AC	89	27.58
ALAMED	ALAM10	ALAMEDA DE LAS PULGAS	CHULA VISTA DRIVE	SAN CARLOS CITY LIMIT	800	45	36,000	C - Collector	O - AC/AC	66	15.19
ALAMED	ALAM2	ALAMEDA DE LAS PULGAS	FOREST AVENUE	CIPRIANI BOULEVARD	300	20	6,000	C - Collector	O - AC/AC	76	20.69
ALAMED	ALAM3	ALAMEDA DE LAS PULGAS	CIPRIANI BOULEVARD	NOTRE DAME AVENUE	600	18	10,800	C - Collector	O - AC/AC	66	14.59
ALAMED	ALAM4A	ALAMEDA DE LAS PULGAS	NOTRE DAME AVENUE	MEZES AVENUE	700	18	12,600	C - Collector	O - AC/AC	63	13.16
ALAMED	ALAM4B	ALAMEDA DE LAS PULGAS	MEZES AVENUE	ARBOR DRIVE	500	18	9,000	C - Collector	O - AC/AC	80	24.62
ALAMED	ALAM5	ALAMEDA DE LAS PULGAS	ARBOR AVENUE	COVINGTON ROAD	950	20	19,000	C - Collector	O - AC/AC	57	10.53
ALAMED	ALAM6	ALAMEDA DE LAS PULGAS	COVINGTON ROAD	COVINGTON ROAD	1,150	19	21,850	C - Collector	O - AC/AC	91	29.06
ALAMED	ALAM7	ALAMEDA DE LAS PULGAS	COVINGTON ROAD	RALSTON AVENUE	500	42	21,000	C - Collector	O - AC/AC	85	26.13
ALAMED	ALAM8	ALAMEDA DE LAS PULGAS	RALSTON AVENUE	CARLMONT DRIVE	800	45	36,000	C - Collector	O - AC/AC	77	22.28
ALAMED	ALAM9	ALAMEDA DE LAS PULGAS	CARLMONT DRIVE	CHULA VISTA DRIVE	1,650	45	74,250	C - Collector	O - AC/AC	62	13.06
ALDCT	ALDCT	ALDEN COURT	ALDEN STREET	END OF CUL DE SAC	160	23	3,680	R - Residential/Local	O - AC/AC	82	33.02
ALDST	ALDST	ALDEN STREET	AVON STREET	ALAMEDA DE LAS PULGAS	1,300	27	35,100	R - Residential/Local	O - AC/AC	80	30.01
ALHAMB	ALHA1	ALHAMBRA DRIVE	BARCLAY WAY	DEAD END	1,450	20	29,000	R - Residential/Local	A - AC	17	0
ALHAMB	ALHA2	ALHAMBRA DRIVE	DEAD END	MONTE CRESTA DRIVE	500	20	10,000	R - Residential/Local	A - AC	19	0
ALLVI	ALL1	ALL VIEW WAY	LINCOLN AVENUE	SEQUOIA AVENUE	200	20	4,000	R - Residential/Local	A - AC	81	26.76
ALLVI	ALL2	ALL VIEW WAY	SEQUOIA AVENUE	END OF CUL DE SAC	500	28	14,000	R - Residential/Local	A - AC	86	29.9
ALOMAR	ALOMAR	ALOMAR WAY	LADERA WAY	EL VERANO WAY	700	25	17,500	R - Residential/Local	A - AC	13	0
ALTURA	ALTURA	ALTURA WAY	SOLANO DRIVE	END OF CUL DE SAC	750	25	18,750	R - Residential/Local	O - AC/AC	19	0

Printed: 08/17/2012

Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
ANIAV	ANI1	ANITA AVENUE	EL CAMINO REAL	MALCOLM AVENUE	700	27	18,900	R - Residential/Local	O - AC/AC	84	32.31
ANIAV	ANI2	ANITA AVENUE	MALCOLM AVENUE	END OF CUL DE SAC	500	27	13,500	R - Residential/Local	O - AC/AC	80	29.5
ANICT	ANICT	ANITA COURT	ANITA AVENUE	END OF CUL DE SAC	200	32	6,400	R - Residential/Local	A - AC	76	23.58
ANTIQU	ANTIQU	ANTIQUE FOREST LANE	CYPRESS AVENUE	END OF CUL DE SAC	700	18	12,600	R - Residential/Local	P - PCC	93	74.04
ARBOR	ARBO1	ARBOR AVENUE	NOTRE DAME AVENUE	FAIRWAY DRIVE	950	18	17,100	C - Collector	A - AC	7	0
ARBOR	ARBO2	ARBOR AVENUE	FAIRWAY DRIVE	ALAMEDA DE LAS PULGAS	1,200	18	21,600	C - Collector	A - AC	48	4.91
ARDEN	ARDEN	ARDEN LANE	TALBRYN DRIVE	VINE STREET	750	24	18,000	R - Residential/Local	A - AC	69	19.33
ARTHUR	ARTHUR	ARTHUR AVENUE	ALAMEDA DE LAS PULGAS	CORONET BOULEVARD	1,000	20	20,000	R - Residential/Local	A - AC	52	10.56
AVON	AVON1	AVON AVENUE	RALSTON AVENUE	BELBURN DRIVE	600	27	16,200	R - Residential/Local	A - AC	23	0
AVON	AVON2	AVON AVENUE	BELBURN DRIVE	FAIRWAY DRIVE	700	27	18,900	R - Residential/Local	O - AC/AC	80	30.01
BARCLA	BARC1	BARCLAY WAY	MONSERAT AVENUE	SEQUOIA WAY	450	20	9,000	R - Residential/Local	O - AC/AC	82	37.64
BARCLA	BARC2	BARCLAY WAY	SEQUOIA WAY	SAN ARDO WAY	1,500	20	30,000	R - Residential/Local	O - AC/AC	33	3.08
BAY	BAY	BAY COURT	EAST LAUREL CREEK ROAD	LONGFELLOW DRIVE	250	20	5,000	R - Residential/Local	A - AC	77	24.21
BAYVIE	BAYV1	BAYVIEW AVENUE	END OF CUL DE SAC	MILLER AVENUE	650	17	11,050	R - Residential/Local	O - AC/AC	45	8.78
BAYVIE	BAYV2	BAYVIEW AVENUE	MILLER AVENUE	FOREST AVENUE	1,200	17	20,400	R - Residential/Local	O - AC/AC	31	2.12
BELBUR	BELB1	BELBURN DRIVE	NOTRE DAME AVENUE	ACADEMY AVENUE	1,450	30	43,500	R - Residential/Local	O - AC/AC	97	38.49
BELBUR	BELB2	BELBURN DRIVE	ACADEMY AVENUE	VILLA AVENUE	300	30	9,000	R - Residential/Local	O - AC/AC	92	37.16
BELLE	BELLE	BELLE MONTI AVENUE	NOTRE DAME AVENUE	ALAMEDA DE LAS PULGAS	950	20	19,000	R - Residential/Local	O - AC/AC	24	0
BELMON	BELM1	BELMONT CANYON ROAD	RALSTON AVENUE EAST INT	BELMONT CANYON ROAD	2,300	20	46,000	R - Residential/Local	A - AC	32	2.4
BELMON	BELM2	BELMONT CANYON ROAD	RALSTON AVENUE MIDDLE INT	HILLCREST DRIVE	500	27	13,500	C - Collector	A - AC	29	0.74
BELMON	BELM3	BELMONT CANYON ROAD	HILLCREST DRIVE	2744 BELMONT CANYON ROAD	950	26	24,700	R - Residential/Local	O - AC/AC	79	28.64
BELMON	BELM4	BELMONT CANYON ROAD	2744 BELMONT CANYON ROAD	RALSTON AVENUE WEST INT	1,050	25	26,250	R - Residential/Local	A - AC	43	6.75
BENSON	BENSON	BENSON WAY	HALLMARK DRIVE	ST. JAMES ROAD	800	37	29,600	R - Residential/Local	A - AC	46	8.07
BERESF	BERESF	BERESFORD AVENUE	HILLCREST DRIVE	LOWER LOCK AVENUE	900	24	21,600	R - Residential/Local	A - AC	21	0
BETTIN	BETTIN	BETTINA AVENUE	SAN MATEO CITY LIMIT	THURM AVENUE	450	20	9,000	R - Residential/Local	O - AC/AC	25	0
BIDDUL	BIDDUL	BIDDULPH WAY	HILLER STREET	ENTRANCE TO MAE NESBIT SCHOOL	100	27	2,700	R - Residential/Local	A - AC	30	1.66

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Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
BISHOP	BISHOP	BISHOP ROAD	ROBERT AVENUE	BISHOP ROAD	1,850	22	40,700	R - Residential/Local	O - AC/AC	70	25.65
BRIARF	BRIARF	BRIARFIELD WAY	CHESTERTON AVENUE	HILLER STREET	400	31	12,400	R - Residential/Local	O - AC/AC	89	35.57
BRIARW	BRIARW	BRIARWOOD WAY	SEAGATE WAY	OXFORD WAY	450	31	13,950	R - Residential/Local	A - AC	76	23.58
BRIDGE	BRIDGE	BRIDGE COURT	HASTINGS DRIVE	DEAD END	250	17	4,250	R - Residential/Local	A - AC	74	22.33
BROADW	BROA1	BROADWAY	EL CAMINO REAL	SIXTH AVENUE	500	47	23,500	R - Residential/Local	O - AC/AC	87	35.96
BROADW	BROA2	BROADWAY	SIXTH AVENUE	SUNNYSLOPE AVENUE	250	27	6,750	R - Residential/Local	A - AC	35	3.45
BROADW	BROA3	BROADWAY	SUNNYSLOPE AVENUE	PALOMA AVENUE	250	20	5,000	R - Residential/Local	A - AC	22	0
BRYCE	BRYCE	BRYCE COURT	TAHOE DRIVE	END OF CUL DE SAC	200	26	5,200	R - Residential/Local	O - AC/AC	81	31.47
BUCKLA	BUCKLA	BUCKLAND AVENUE	TALBRYN DRIVE	SAN CARLOS CITY LIMIT	350	26	9,100	R - Residential/Local	A - AC	55	11.87
BUENA	BUEN1	BUENA VISTA AVENUE	CIPRIANI BOULEVARD	2329 BUENA VISTA AVENUE	800	16	12,800	R - Residential/Local	A - AC	78	24.85
BUENA	BUEN2	BUENA VISTA AVENUE	2329 BUENA VISTA AVENUE	NEWLANDS AVENUE	400	16	6,400	R - Residential/Local	A - AC	64	16.5
BUENA	BUEN3	BUENA VISTA AVENUE	NEWLANDS AVENUE	CIPRIANI BOULEVARD	500	20	10,000	R - Residential/Local	A - AC	30	1.67
BUENA	BUEN4	BUENA VISTA AVENUE	CIPRIANI BOULEVARD	2511 BUENA VISTA AVENUE	400	29	11,600	R - Residential/Local	A - AC	20	0
BUENA	BUEN5	BUENA VISTA AVENUE	2511 BUENA VISTA AVENUE	MONSERAT AVENUE	450	42	18,900	R - Residential/Local	A - AC	8	0
CAMBRI	CAMBRI	CAMBRIDGE STREET	HILLER STREET	MARINE VIEW AVENUE	1,500	31	46,500	R - Residential/Local	A - AC	30	1.66
CAMINO	CAMINO	CAMINO VISTA COURT	MIDDLE ROAD	END OF CUL DE SAC	200	26	5,200	R - Residential/Local	A - AC	14	0
CARLMO	CARL1	CARLMONT DRIVE	ALAMEDA DE LAS PULGAS	HASTINGS DRIVE	800	33	26,400	C - Collector	O - AC/AC	92	36.04
CARLMO	CARL2	CARLMONT DRIVE	HASTINGS DRIVE	LAKE ROAD	1,400	33	46,200	C - Collector	O - AC/AC	75	19.96
CARLMO	CARL3	CARLMONT DRIVE	LAKE ROAD	2601 CARLMONT DR	1,550	33	51,150	R - Residential/Local	A - AC	51	10
CARLMO	CARL4	CARLMONT DRIVE	2601 CARLMONT DR	HIDDEN CANYON PARK	830	33	27,390	R - Residential/Local	A - AC	87	30.49
CARMEL	CARM1	CARMELITA AVENUE	READ AVENUE	CIPRIANI BOULEVARD	1,200	20	24,000	R - Residential/Local	O - AC/AC	66	22.6
CARMEL	CARM2	CARMELITA AVENUE	CIPRIANI BOULEVARD	PALMER AVENUE	200	29	5,800	R - Residential/Local	O - AC/AC	75	30.5
CASA	CASA	CASA BONA AVENUE	CORONET BOULEVARD	PONCE AVENUE	2,300	20	46,000	R - Residential/Local	O - AC/AC	32	2.69
CHESTE	CHES1	CHESTERTON AVENUE	HILLER STREET	MARINE VIEW AVENUE	1,700	31	52,700	R - Residential/Local	O - AC/AC	86	33.67
CHESTE	CHES2A	CHESTERTON AVENUE	MARINE VIEW AVENUE	540 CHESTERTON AVENUE	900	31	27,900	R - Residential/Local	A - AC	82	27.4

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CHESTE	CHES2B	CHESTERTON AVENUE	540 CHESTERTON AVENUE	OXFORD WAY	800	31	24,800	R - Residential/Local	A - AC	84	28.67
CHEVY	CHEVY	CHEVY STREET	BELBURN DRIVE	RALSTON AVENUE	550	28	15,400	R - Residential/Local	O - AC/AC	90	36.15
CHRCT	CHRCT	CHRISTIAN COURT	CHRISTIAN DRIVE	END OF CUL DE SAC	350	30	10,500	R - Residential/Local	A - AC	29	1.3
CHRDR	CHRDR	CHRISTIAN DRIVE	RALSTON AVENUE	MARSTEN AVENUE	1,050	30	31,500	C - Collector	O - AC/AC	80	23.12
CHULA	CHUL1A	CHULA VISTA DRIVE	RALSTON AVENUE	1251 CHULA VISTA DRIVE	1,130	25	28,250	C - Collector	O - AC/AC	84	28.23
CHULA	CHUL1B	CHULA VISTA DRIVE	1251 CHULA VISTA DRIVE	SOLANA DRIVE	470	25	11,750	C - Collector	A - AC	79	16.62
CHULA	CHUL2A	CHULA VISTA DRIVE	SOLANA DRIVE	FERNWOOD WAY	800	37	29,600	C - Collector	O - AC/AC	84	28.23
CHULA	CHUL2B	CHULA VISTA DRIVE	FERNWOOD WAY	ALAMEDA DE LAS PULGAS	1,200	37	44,400	C - Collector	A - AC	74	13.16
CIPRIA	CIPR1	CIPRIANI BOULEVARD	ALAMEDA DE LAS PULGAS	NEWLANDS AVENUE	1,750	23	40,250	C - Collector	O - AC/AC	26	0.25
CIPRIA	CIPR2	CIPRIANI BOULEVARD	NEWLANDS AVENUE	PONCE AVENUE	1,600	23	36,800	C - Collector	O - AC/AC	57	10.76
CIPRIA	CIPR3	CIPRIANI BOULEVARD	PONCE AVENUE	RALSTON AVENUE	896	23	20,608	C - Collector	O - AC/AC	32	1.88
CIPRIA	CIPR4	CIPRIANI BOULEVARD	RALSTON AVENUE	CONTINENTALS WAY	150	57	8,550	C - Collector	A - AC	81	16.18
CIVIC	CIVIC	CIVIC LANE	O'NEILL AVENUE	BROADWAY	500	20	10,000	R - Residential/Local	A - AC	43	6.54
CLEE	CLEE	CLEE STREET	NOTRE DAME AVENUE	CHEVY STREET	500	27	13,500	R - Residential/Local	O - AC/AC	33	3.08
CLIFFS	CLIFFS	CLIFFSIDE COURT	HASTINGS DRIVE	DEAD END	850	21	17,850	R - Residential/Local	A - AC	81	26.76
CLIPPE	CLIPP1	CLIPPER DRIVE	CONCOURSE DRIVE	CONCOURSE DRIVE	1,310	32	41,920	C - Collector	A - AC	75	14
COBBLE	COBBLE	COBBLESTONE LANE	CYPRESS AVENUE	*END OF CUL DE SAC	650	19	12,350	R - Residential/Local	P - PCC	86	66.58
COLLEG	COLLEG	COLLEGE VIEW WAY	SOUTH ROAD	END OF TURN A ROUND	1,050	24	25,200	R - Residential/Local	A - AC	13	0
COMSTO	COMS1A	COMSTOCK CIRCLE	REFUGE BOUNDARY	WALTHAM CROSS	400	37	14,800	R - Residential/Local	A - AC	14	0
COMSTO	COMS1B	COMSTOCK CIRCLE	WALTHAM CROSS	HALLMARK DRIVE	300	37	11,100	R - Residential/Local	A - AC	75	22.95
COMSTO	COMS2	COMSTOCK CIRCLE	HALLMARK DRIVE	HALLMARK DRIVE	2,250	29	65,250	R - Residential/Local	A - AC	30	1.64
CONCOU	CONCO1	CONCOURSE DRIVE	CLIPPER DRIVE	CLIPPER DRIVE	980	46	45,080	C - Collector	A - AC	92	21.76
CONTIN	CONT1	CONTINENTALS WAY	LYALL WAY	CIPRIANI BOULEVARD	700	38	26,600	C - Collector	O - AC/AC	19	0
CONTIN	CONT2A	CONTINENTALS WAY	CIPRIANI BOULEVARD	1040 CONTINENTALS WAY	600	38	22,800	C - Collector	O - AC/AC	88	31.29
CONTIN	CONT2B	CONTINENTALS WAY	1040 CONTINENTALS WAY	1040 CONTINENTALS WAY	400	38	15,200	C - Collector	O - AC/AC	90	34.48

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CONTIN	CONT2C	CONTINENTALS WAY	1040 CONTINENTALS WAY	LYALL WAY	750	38	28,500	C - Collector	O - AC/AC	90	34.48
CORMOR	CORMOR	CORMORANT ROAD	SHOREWAY ROAD	REDWOOD CITY LIMIT	350	24	8,400	R - Residential/Local	A - AC	79	25.48
CORNIS	CORNIS	CORNISH WAY	CHESTERTON AVENUE	HILLER STREET	550	31	17,050	R - Residential/Local	O - AC/AC	90	36.15
CORONE	CORO1	CORONET BOULEVARD	ALAMEDA DE LAS PULGAS	LYON AVENUE	950	20	19,000	R - Residential/Local	O - AC/AC	75	25.99
CORONE	CORO2	CORONET BOULEVARD	LYON AVENUE	ARTHUR AVENUE	1,750	20	35,000	R - Residential/Local	O - AC/AC	17	0
CORONE	CORO3	CORONET BOULEVARD	ARTHUR AVENUE	PRINDLE ROAD	1,600	20	32,000	R - Residential/Local	O - AC/AC	16	0
CORONE	CORO4	CORONET BOULEVARD	PRINDLE ROAD	RALSTON AVENUE	1,350	20	27,000	R - Residential/Local	O - AC/AC	21	0
COURTL	COURTL	COURTLAND ROAD	VINE STREET	DEAD END	800	24	19,200	R - Residential/Local	A - AC	75	22.96
COVING	COVING	COVINGTON ROAD	ALAMEDA DE LAS PULGAS	ALAMEDA DE LAS PULGAS	1,450	18	26,100	R - Residential/Local	A - AC	73	24.68
CREST	CREST	CREST VIEW AVENUE	HILLER STREET	OLD COUNTY ROAD	450	31	13,950	R - Residential/Local	O - AC/AC	74	27.55
CYPRES	CYPRES	CYPRESS AVENUE	MIDDLE ROAD	LAUREL AVENUE	350	21	7,350	C - Collector	A - AC	56	7.06
DALE	DALE1	DALE VIEW AVENUE	DEAD END	HILLER STREET	150	31	4,650	R - Residential/Local	A - AC	89	31.6
DALE	DALE2	DALE VIEW AVENUE	HILLER STREET	OLD COUNTY ROAD	400	31	12,400	C - Collector	A - AC	81	16.18
DAVEY	DAVEY	DAVEY GLEN ROAD	EL CAMINO REAL	MIDDLE ROAD	1,700	37	62,900	C - Collector	A - AC	65	9.85
DAVIS	DAVI1	DAVIS DRIVE	RALSTON AVENUE	10 DAVIS DRIVE	700	40	28,000	C - Collector	A - AC	88	19.66
DAVIS	DAVI2	DAVIS DRIVE	10 DAVIS DRIVE	END OF CUL DE SAC	450	40	18,000	C - Collector	A - AC	87	19.14
DEKOV	DEKOV1	DE KOVEN AVENUE	LINCOLN AVENUE	MONSERAT AVENUE	1,050	20	21,000	R - Residential/Local	O - AC/AC	79	33.17
DEKOV	DEKOV2	DE KOVEN AVENUE	MONSERAT AVENUE	NEWLANDS AVENUE	700	20	14,000	R - Residential/Local	O - AC/AC	74	29.5
DEBBIE	DEBBIE	DEBBIE LANE	SOUTH ROAD	END OF CUL DE SAC	200	27	5,400	R - Residential/Local	O - AC/AC	82	30.91
DESVIO	DESVIO	DESVIO WAY	SOLANA DRIVE	END OF CUL DE SAC	650	25	16,250	R - Residential/Local	A - AC	12	0
DIONNE	DIONNE	DIONNE COURT	SKYMONT DRIVE	END OF CUL DE SAC	100	35	3,500	R - Residential/Local	A - AC	22	0
EST	EST	E STREET	FIFTH AVENUE	SIXTH AVENUE	300	30	9,000	R - Residential/Local	A - AC	20	0
EASTL	EAST1	EAST LAUREL CREEK ROAD	SAN JUAN BOULEVARD	3114 EAST LAUREL CREEK ROAD	500	24	12,000	C - Collector	A - AC	26	0.17
EASTL	EAST2	EAST LAUREL CREEK ROAD	3114 EAST LAUREL CREEK ROAD	3138 EAST LAUREL CREEK ROAD	600	15	9,000	C - Collector	A - AC	11	0
EASTL	EAST3	EAST LAUREL CREEK ROAD	3138 EAST LAUREL CREEK ROAD	BAY COURT	200	21	4,200	C - Collector	O - AC/AC	51	8.22
EASTL	EAST4	EAST LAUREL CREEK ROAD	BAY COURT	HASKINS DRIVE	1,000	20	20,000	C - Collector	O - AC/AC	53	9.04

Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
ELVER	ELV1	EL VERANO WAY	CHULA VISTA DRIVE	MAYWOOD DRIVE	1,650	25	41,250	R - Residential/Local	A - AC	16	0
ELVER	ELV2	EL VERANO WAY	MAYWOOD DRIVE	LADERA WAY	750	25	18,750	R - Residential/Local	O - AC/AC	80	30.01
ELVER	ELV3	EL VERANO WAY	LADERA WAY	ALAMEDA DE LAS PULGAS	300	37	11,100	R - Residential/Local	O - AC/AC	84	36.41
ELDER	ELDER	ELDER DRIVE	WAKEFIELD DRIVE	WAKEFIELD DRIVE	700	29	20,300	R - Residential/Local	A - AC	76	23.58
ELMER	041710	ELMER STREET	O NEILL AV	HARBOR BLVD	792	37	29,304	C - Collector	A - AC	84	17.62
ELMER	ELMER	ELMER STREET	RALSTON AVENUE	O'NEILL AVENUE	850	26	22,100	R - Residential/Local	A - AC	60	15.31
EMMETT	EMMETT	EMMETT AVENUE	EL CAMINO REAL	SIXTH AVENUE	500	34	17,000	C - Collector	A - AC	67	10.53
ENCLIN	ENCLIN	ENCLINE WAY	BELMONT CANYON ROAD	NAUGHTON AVENUE	550	28	15,400	R - Residential/Local	O - AC/AC	81	31.47
ESCOND	ESCOND	ESCONDIDO WAY	CHULA VISTA DRIVE	END OF CUL DE SAC	1,450	29	42,050	R - Residential/Local	A - AC	78	24.85
EWELL	EWELL	EWELL ROAD	PULLMAN AVENUE	CORONET BOULEVARD	650	16	10,400	R - Residential/Local	O - AC/AC	20	0
FST	FST	F STREET	EL CAMINO REAL	SIXTH AVENUE	300	43	12,900	R - Residential/Local	A - AC	34	3.08
FAIRWA	FAIRWA	FAIRWAY DRIVE	NOTRE DAME AVENUE	ARBOR AVENUE	1,400	18	25,200	R - Residential/Local	A - AC	28	0.98
FERNWO	FERNWO	FERNWOOD WAY	CHULA VISTA DRIVE	EL VERANO WAY	750	25	18,750	R - Residential/Local	A - AC	18	0
FIFTH	FIFT1A	FIFTH AVENUE	O'NEIL AVENUE	BROADWAY	500	47	23,500	R - Residential/Local	A - AC	11	0
FIFTH	FIFT1B	FIFTH AVENUE	BROADWAY	HARBOR BOULEVARD	500	47	23,500	R - Residential/Local	A - AC	50	9.54
FIFTH	FIFT2	FIFTH AVENUE	HARBOR BOULEVARD	EL CAMINO REAL	950	41	38,950	R - Residential/Local	A - AC	43	6.54
FLASHN	FLASHN	FLASHNER LANE	EL CAMINO REAL	RALSTON AVENUE	300	17	5,100	R - Residential/Local	A - AC	44	7.18
FOLGER	FOLGER	FOLGER DRIVE	NOTRE DAME AVENUE	NOTRE DAME AVENUE	1,050	18	18,900	R - Residential/Local	A - AC	60	15.14
FOREST	FORE1	FOREST AVENUE	MONROE AVENUE	ALAMEDA DE LAS PULGAS	550	18	9,900	R - Residential/Local	O - AC/AC	73	28.46
FOREST	FORE2	FOREST AVENUE	ALAMEDA DE LAS PULGAS	CIPRIANI BOULEVARD	950	15	14,250	R - Residential/Local	A - AC	15	0
FRAAV	FRAAV	FRANCIS AVENUE	NOTRE DAME AVENUE	FAIRWAY DRIVE	600	20	12,000	R - Residential/Local	A - AC	7	0
FRACT	FRACT	FRANCIS COURT	FRANCIS AVENUE	END OF CUL DE SAC	250	23	5,750	R - Residential/Local	A - AC	11	0
FURLON	FURLON	FURLONG STREET	RALSTON AVENUE	O'NEILL AVENUE	800	27	21,600	R - Residential/Local	O - AC/AC	85	33
GARDEN	GARDEN	GARDEN COURT	ALAMEDA DE LAS PULGAS	END OF CUL DE SAC	200	33	6,600	R - Residential/Local	A - AC	84	28.67
GERALD	GERALD	GERALDINE WAY	VILLAGE DRIVE	VALERGA DRIVE	300	33	9,900	R - Residential/Local	A - AC	79	25.48
GORDON	GORDON	GORDON AVENUE	CYPRESS AVENUE	HILL STREET	400	30	12,000	R - Residential/Local	A - AC	84	32.93
GRANAD	GRAN1	GRANADA STREET	DEAD END	RALSTON AVENUE	450	27	12,150	R - Residential/Local	O - AC/AC	81	31.47
GRANAD	GRAN2	GRANADA STREET	RALSTON AVENUE	O'NEILL AVENUE	800	27	21,600	R - Residential/Local	O - AC/AC	87	34.33
HAINLI	HAINLI	HAINLINE DRIVE	MIDDLE ROAD	SOUTH ROAD	350	27	9,450	R - Residential/Local	A - AC	74	22.33
HALLMA	HALL1	HALLMARK DRIVE	END OF CUL DE SAC	2516 HALLMARK DRIVE	1,050	42	44,100	C - Collector	O - AC/AC	68	16.13

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HALLMA	HALL2	HALLMARK DRIVE	2516 HALLMARK DRIVE	LEIGH WAY	500	37	18,500	C - Collector	O - AC/AC	85	26.13
HALLMA	HALL3	HALLMARK DRIVE	LEIGH WAY	WAKEFIELD DRIVE	850	37	31,450	C - Collector	A - AC	83	17.13
HALLMA	HALL4	HALLMARK DRIVE	WAKEFIELD DRIVE	2697 HALLMARK DRIVE	1,600	37	59,200	C - Collector	A - AC	72	12.37
HALLMA	HALL5	HALLMARK DRIVE	2697 HALLMARK DRIVE	2747 HALLMARK DRIVE	1,100	37	40,700	C - Collector	A - AC	84	17.62
HALLMA	HALL6	HALLMARK DRIVE	2747 HALLMARK DRIVE	BENSON WAY	1,500	37	55,500	C - Collector	O - AC/AC	91	33.97
HALLMA	HALL7	HALLMARK DRIVE	BENSON WAY	RALSTON AVENUE	950	47	44,650	C - Collector	O - AC/AC	92	36.03
HARBOR	130910	HARBOR BOULEVARD	OLD COUNTY RD	BAYSHORE FREEWAY	1,900	72	136,800	C - Collector	A - AC	73	12.76
HARBOR	HARB1	HARBOR BOULEVARD	EL CAMINO REAL	SIXTH AVENUE	500	47	23,500	C - Collector	O - AC/AC	71	17.78
HARBOR	HARB2	HARBOR BOULEVARD	SIXTH AVENUE	SUNNYSLOPE AVENUE	300	34	10,200	C - Collector	O - AC/AC	85	26.13
HARBOR	HARB3	HARBOR BOULEVARD	SUNNYSLOPE AVENUE	MOLITOR ROAD	600	20	12,000	C - Collector	O - AC/AC	20	0
HARBOR	HARB4	HARBOR BOULEVARD	MOLITOR ROAD	LANE STREET	650	20	13,000	R - Residential/Local	O - AC/AC	21	0
HASKIN	HASKIN	HASKINS DRIVE	EAST LAUREL CREEK ROAD	MONTE CRESTA DRIVE	1,400	20	28,000	R - Residential/Local	A - AC	54	11.39
HASTIN	HAST1	HASTINGS DRIVE	CARLMONT DRIVE	2213 HASTINGS DRIVE	700	31	21,700	C - Collector	O - AC/AC	81	23.73
HASTIN	HAST2	HASTINGS DRIVE	2213 HASTINGS DRIVE	BRIDGE COURT	2,500	31	77,500	C - Collector	A - AC	73	12.76
HASTIN	HAST3	HASTINGS DRIVE	BRIDGE COURT	SAN CARLOS CITY LIMIT	1,750	31	54,250	C - Collector	A - AC	85	18.12
HAYDON	HAYDON	HAYDON COURT	SHERBORNE DRIVE	END OF CUL DE SAC	250	29	7,250	R - Residential/Local	A - AC	81	26.76
HERITA	HERITA	HERITAGE COURT	ST. JAMES ROAD	END OF TURN A ROUND	500	26	13,000	R - Residential/Local	A - AC	72	21.11
HIGHGA	HIGHGA	HIGHGATE AVENUE	DEAD END	MONTE CRESTA DRIVE	300	20	6,000	R - Residential/Local	A - AC	64	16.5
HIGHLA	HIGHLA	HIGHLAND COURT	SOMERSET DRIVE	END OF CUL DE SAC	300	29	8,700	R - Residential/Local	A - AC	81	26.76
HILL	HILL	HILL STREET	EL CAMINO REAL	DEAD END	650	31	20,150	R - Residential/Local	O - AC/AC	28	1.14
HCRES	HCRES	HILLCREST DRIVE	BELMONT CANYON ROAD	LOWER LOCK AVE	2,450	26	63,700	C - Collector	A - AC	31	1.13
HER	HER1A	HILLER STREET	DEAD END	STERLING VIEW AVENUE	100	37	3,700	R - Residential/Local	A - AC	48	8.66
HER	HER1B	HILLER STREET	STERLING VIEW AVENUE	DALE VIEW AVENUE	200	37	7,400	C - Collector	A - AC	86	18.62
HER	HER2A	HILLER STREET	DALE VIEW AVENUE	MOUNTAIN VIEW AVENUE	1,200	37	44,400	C - Collector	A - AC	78	14.83

Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
HER	HER2B	HILLER STREET	MOUNTAINVIEW AVENUE	MARINE VIEW AVENUE	800	37	29,600	C - Collector	A - AC	84	17.62
HER	HER3	HILLER STREET	MARINE VIEW AVENUE	RALSTON AVENUE	2,400	37	88,800	C - Collector	A - AC	77	14.4
HER	HER4	HILLER STREET	RALSTON AVENUE	RALSTON AVENUE	100	46	4,600	C - Collector	O - AC/AC	32	1.88
HER	HER5	HILLER STREET	RALSTON AVENUE	O'NEILL AVENUE	800	27	21,600	R - Residential/Local	O - AC/AC	85	33
HMAN	HMA1	HILLMAN AVENUE	NORTH ROAD	MILLS AVENUE	800	21	16,800	C - Collector	A - AC	18	0
HMAN	HMA2	HILLMAN AVENUE	MILLS AVENUE	NOTRE DAME AVENUE	1,200	23	27,600	C - Collector	O - AC/AC	18	0
HMAN	HMA3	HILLMAN AVENUE	NOTRE DAME AVENUE	TERRACE DRIVE	1,300	18	23,400	R - Residential/Local	O - AC/AC	20	0
HOLLY	HOLL2A	HOLLY ROAD	730 HOLLY ROAD	SOUTH ROAD	150	20	3,000	R - Residential/Local	A - AC	8	0
HOLLY	HOLL2B	HOLLY ROAD	SOUTH ROAD	EASEMENT TO MIRAMAR TERRACE	500	20	10,000	R - Residential/Local	A - AC	15	0
HOLLY	HOLL2C	HOLLY ROAD	EASEMENT TO MIRAMAR TERRACE	SOUTH ROAD	750	20	15,000	R - Residential/Local	A - AC	12	0
INDSTR	006410	INDUSTRIAL WY	HARBOR BLVD	CNTY BNDRY S/HARBOR	400	58	23,200	C - Collector	A - AC	78	14.83
IRENE	IRENE	IRENE COURT	NORTH ROAD	END OF CUL DE SAC	600	34	20,400	R - Residential/Local	O - AC/AC	19	0
IRWIN	IRWIN	IRWIN STREET	RALSTON AVENUE	O'NEILL AVENUE	800	27	21,600	R - Residential/Local	O - AC/AC	83	39.87
ISLAND	ISLAND1	ISLAND PARKWAY	RALSTON AVENUE	BEGINNING OF PCC	210	59	12,390	C - Collector	A - AC	89	18.7
ISLAND	ISLAND2	ISLAND PARKWAY	BEGINNING OF PCC	END PCC	440	60	26,400	C - Collector	P - PCC	97	76.4
ISLAND	ISLAND3	ISLAND PARKWAY	END PCC	BEGINNING PCC	185	60	11,100	C - Collector	A - AC	89	18.7
ISLAND	ISLAND4	ISLAND PARKWAY	BEGINNING SECOND PCC	END PCC	370	60	22,200	C - Collector	P - PCC	98	90.75
ISLAND	ISLAND5	ISLAND PARKWAY	END PCC	CONCOURSE DRIVE	680	60	40,800	C - Collector	A - AC	82	16.65
JUDSON	JUDSON	JUDSON STREET	RALSTON AVENUE	O'NEILL AVENUE	800	27	21,600	R - Residential/Local	O - AC/AC	85	33
JULIA	JULIA	JULIA COURT	MALCOLM AVENUE	END OF CUL DE SAC	150	27	4,050	R - Residential/Local	O - AC/AC	81	30.21
KEDITH	KEDITH	KEDITH STREET	RALSTON AVENUE	O'NEILL AVENUE	800	27	21,600	R - Residential/Local	O - AC/AC	85	33
KIMMIE	KIMMIE	KIMMIE COURT	CORONET BOULEVARD	END OF CUL DE SAC	500	28	14,000	R - Residential/Local	A - AC	20	0
KING	KING	KING STREET	SIXTH AVENUE	SAN CARLOS CITY LIMIT	400	20	8,000	R - Residential/Local	A - AC	20	0
KITTIE	KITTIE	KITTIE LANE	MAYWOOD DRIVE	DEAD END	450	20	9,000	R - Residential/Local	A - AC	75	22.95
KORBEL	KORBEL	KORBEL WAY	SOUTH ROAD	END OF CUL DE SAC	300	20	6,000	R - Residential/Local	A - AC	12	0
LADERA	LADERA	LADERA WAY	MAYWOOD DRIVE	EL VERANO WAY	1,200	25	30,000	R - Residential/Local	A - AC	20	0
LAKE	LAKE	LAKE ROAD	CARLMONT DRIVE	LYALL WAY	450	28	12,600	C - Collector	O - AC/AC	84	28.23
LANE	LANE1	LANE STREET	SIXTH AVENUE	SUNNYSLOPE AVENUE	300	19	5,700	R - Residential/Local	A - AC	79	25.49
LANE	LANE2	LANE STREET	MOLITOR ROAD	PROSPECT STREET	350	20	7,000	R - Residential/Local	A - AC	18	0

Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
LASSEN	LASS1	LASSEN DRIVE	RALSTON AVENUE	1117 LASSEN DRIVE	1,150	26	29,900	R - Residential/Local	O - AC/AC	70	22.6
LASSEN	LASS2	LASSEN DRIVE	1117 LASSEN DRIVE	TAHOE AVENUE	650	26	16,900	R - Residential/Local	O - AC/AC	19	0
LAUAV	LAUAV	LAUREL AVENUE	CYPRESS AVENUE	HILL STREET	400	31	12,400	C - Collector	A - AC	12	0
LAUCT	LAUCT	LAUREL COURT	MIDDLE ROAD	END OF CUL DE SAC	200	16	3,200	R - Residential/Local	A - AC	45	7.37
LEIGH	LEIGH	LEIGH WAY	HALLMARK DRIVE	SOMERSET DRIVE	250	29	7,250	R - Residential/Local	A - AC	79	25.48
LINCOL	LINC1	LINCOLN AVENUE	CIPRIANI BOULEVARD	MONSERAT AVENUE	700	20	14,000	R - Residential/Local	A - AC	47	8.15
LINCOL	LINC2	LINCOLN AVENUE	MONSERAT AVENUE	ALL VIEW WAY	900	20	18,000	R - Residential/Local	A - AC	46	7.7
LINCOL	LINC3	LINCOLN AVENUE	ALL VIEW WAY	NEWLANDS AVENUE	1,000	20	20,000	R - Residential/Local	O - AC/AC	78	31.82
LODGE	LODG1	LODGE DRIVE	BELMONT CANYON ROAD	3409 LODGE DRIVE	350	20	7,000	R - Residential/Local	O - AC/AC	72	23.94
LODGE	LODG2	LODGE DRIVE	3409 LODGE DRIVE	END OF CUL DE SAC	600	20	12,000	R - Residential/Local	A - AC	75	22.95
LONGFE	LONGFE	LONGFELLOW DRIVE	BAY COURT	HASKINS DRIVE	700	20	14,000	R - Residential/Local	A - AC	92	33.01
LORCT	LORCT	LORI COURT	LORI DRIVE	END OF CUL DE SAC	150	30	4,500	R - Residential/Local	A - AC	11	0
LORDR	LORDR	LORI DRIVE	MARSTEN AVENUE	END OF CUL DE SAC	400	30	12,000	R - Residential/Local	A - AC	24	0
LOWER	LOWER	LOWER LOCK AVENUE	END OF PAVED ROAD	HILLCREST DRIVE	950	24	22,800	R - Residential/Local	A - AC	17	0
LYALL	LYAL1	LYALL WAY	RALSTON AVENUE	LAKE ROAD	900	29	26,100	C - Collector	O - AC/AC	87	30.97
LYALL	LYAL2	LYALL WAY	LAKE ROAD	CONTINENTALS WAY	750	29	21,750	C - Collector	O - AC/AC	18	0
LYNDHU	LYNDHU	LYNDHURST AVENUE	SAN CARLOS CITY LIMIT	BUCKLAND AVENUE	650	26	16,900	R - Residential/Local	A - AC	20	0
LYON	LYON1	LYON AVENUE	MEZES AVENUE	ALAMEDA DE LAS PULGAS	1,800	18	32,400	R - Residential/Local	O - AC/AC	13	0
LYON	LYON2	LYON AVENUE	ALAMEDA DE LAS PULGAS	CORONET BOULEVARD	1,200	18	21,600	R - Residential/Local	O - AC/AC	85	32.76
MALCOL	MALC1	MALCOLM AVENUE	NORTH ROAD	RUTH AVENUE	200	26	5,200	R - Residential/Local	A - AC	33	2.72
MALCOL	MALC2	MALCOLM AVENUE	RUTH AVENUE	ANITA AVENUE	1,350	26	35,100	R - Residential/Local	A - AC	47	8.51
MANZAN	MANZAN	MANZANITA AVENUE	NOTRE DAME AVENUE	PINE KNOLL DRIVE	1,200	18	21,600	R - Residential/Local	A - AC	80	26.13
MARINE	MARI1	MARINE VIEW AVENUE	DEAD END	325 MARINE VIEW AVENUE	400	37	14,800	C - Collector	A - AC	82	16.66
MARINE	MARI2	MARINE VIEW AVENUE	325 MARINE VIEW AVENUE	HILLER STREET	350	31	10,850	C - Collector	O - AC/AC	89	28.23
MARINE	MARI3	MARINE VIEW AVENUE	HILLER STREET	OLD COUNTY ROAD	1,000	31	31,000	C - Collector	A - AC	73	12.76
MARSTE	MARSTE	MARSTEN AVENUE	CHRISTIAN DRIVE	ROBERT AVENUE	1,350	22	29,700	C - Collector	O - AC/AC	43	5.25
MASONI	MASO1	MASONIC WAY	HILLER STREET	610 MASONIC WAY	400	32	12,800	C - Collector	A - AC	28	0.55

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MASONI	MASO2	MASONIC WAY	610 MASONIC WAY	OLD COUNTY ROAD	650	32	20,800	C - Collector	A - AC	17	0
MAYWOO	MAYWOO	MAYWOOD DRIVE	RALSTON AVENUE	EL VERANO WAY	1,100	25	27,500	R - Residential/Local	O - AC/AC	78	27.33
MEADOW	MEADOW	MEADOW PARK CIRCLE	ST. JAMES ROAD	END OF TURN A ROUND	500	25	12,500	R - Residential/Local	A - AC	65	17.05
MERRY	MERR1	MERRY MOPPET LANE	RALSTON AVENUE	CARLMONT DRIVE	550	14	7,700	R - Residential/Local	A - AC	31	2.01
MERRY	MERR2	MERRY MOPPET LANE	CARLMONT DRIVE	LYALL WAY	750	12	9,000	R - Residential/Local	A - AC	8	0
MEZES	MEZE1	MEZES AVENUE	DEAD END	NOTRE DAME AVENUE	1,100	20	22,000	R - Residential/Local	A - AC	16	0
MEZES	MEZE2	MEZES AVENUE	NOTRE DAME AVENUE	ALAMEDA DE LAS PULGAS	1,400	20	28,000	R - Residential/Local	O - AC/AC	22	0
MIDDLE	MIDD1	MIDDLE ROAD	NOTRE DAME AVENUE	DAVEY GLEN ROAD	950	24	21,600	C - Collector	A - AC	15	0
MIDDLE	MIDD2	MIDDLE ROAD	DAVEY GLEN ROAD	EL CAMINO REAL	2,500	24	61,200	C - Collector	A - AC	18	0
MSEX	MSEX	MIDDLESEX ROAD	HILLER STREET	CAMBRIDGE STREET	550	31	17,050	R - Residential/Local	A - AC	33	2.72
MILLER	MILLER	MILLER AVENUE	SAN MATEO CITY LIMIT	NOTRE DAME AVENUE	900	17	15,300	R - Residential/Local	O - AC/AC	17	0
MILLS	MILLS	MILLS AVENUE	SAN MATEO CITY LIMIT	HILLMAN AVENUE	350	21	7,350	C - Collector	A - AC	16	0
MIRAMA	MIRAMA	MIRAMAR TERRACE	SOUTH ROAD	HOLLY ROAD	1,204	20	24,080	R - Residential/Local	O - AC/AC	33	3.14
MOLITO	MOLITO	MOLITOR ROAD	HARBOR BOULEVARD	SAN CARLOS CITY LIMIT	1,100	20	22,000	C - Collector	A - AC	13	0
MONROE	MONROE	MONROE AVENUE	MILLER AVENUE	ALAMEDA DE LAS PULGAS	1,450	18	26,100	R - Residential/Local	A - AC	50	9.54
MONSER	MONS1	MONSERAT AVENUE	NEWLANDS AVENUE	LINCOLN AVENUE	800	20	16,000	R - Residential/Local	A - AC	58	14.21
MONSER	MONS2	MONSERAT AVENUE	LINCOLN AVENUE	CIPRIANI BOULEVARD	2,350	20	47,000	R - Residential/Local	A - AC	30	1.68
MONTE	MONT1	MONTE CRESTA DRIVE	SAN JUAN BOULEVARD	BARCLAY WAY	1,500	20	30,000	R - Residential/Local	A - AC	22	0
MONTE	MONT2	MONTE CRESTA DRIVE	BARCLAY WAY	MONTE CRESTA COURT	200	20	4,000	R - Residential/Local	O - AC/AC	89	35.58
MONTE	MONT3	MONTE CRESTA DRIVE	MONTE CRESTA COURT	DEAD END	600	20	12,000	R - Residential/Local	A - AC	18	0
MONTE	MONT4	MONTE CRESTA DRIVE	SEQUOIA WAY	HASKINS DRIVE	650	20	13,000	R - Residential/Local	O - AC/AC	62	17.01
MOUNTA	MOUN1	MOUNTAIN VIEW AVENUE	DEAD END	CHESTERTON AVENUE	100	31	3,100	R - Residential/Local	A - AC	85	29.29
MOUNTA	MOUN2	MOUNTAIN VIEW AVENUE	CHESTERTON AVENUE	HILLER STREET	200	31	6,200	R - Residential/Local	A - AC	89	31.6
MOUNTA	MOUN3	MOUNTAIN VIEW AVENUE	HILLER STREET	OLD COUNTY ROAD	700	31	21,700	R - Residential/Local	A - AC	62	15.42

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MUIR	MUIR	MUIR WAY	YOSEMITE DRIVE	TAHOE DRIVE	300	26	7,800	R - Residential/Local	O - AC/AC	89	47.26
MULBER	MULBER	MULBERRY COURT	CARLMONT DRIVE	END OF CUL DE SAC	300	28	8,400	R - Residential/Local	O - AC/AC	85	33
NAUGHT	NAUG1	NAUGHTON AVENUE	HILLCREST DRIVE	ENCLINE WAY	510	24	12,240	R - Residential/Local	O - AC/AC	77	26.1
NAUGHT	NAUG2	NAUGHTON AVENUE	ENCLINE WAY	CULDESAC	640	24	15,360	R - Residential/Local	A - AC	57	12.85
NEWLAN	NEWL1	NEWLANDS AVENUE	CASA BONA AVENUE	CIPRIANI BOULEVARD	600	20	12,000	R - Residential/Local	A - AC	80	26.12
NEWLAN	NEWL2	NEWLANDS AVENUE	CIPRIANI BOULEVARD	SAN MATEO CITY LIMIT	1,500	20	30,000	R - Residential/Local	A - AC	67	19.79
NORTH	NORT1	NORTH ROAD	EL CAMINO REAL	BERESFORD STREET	1,150	26	29,900	R - Residential/Local	A - AC	18	0
NORTH	NORT2	NORTH ROAD	BERESFORD STREET	IRENE COURT	200	36	7,200	R - Residential/Local	O - AC/AC	45	8.78
NORTH	NORT3	NORTH ROAD	IRENE COURT	RUTH AVENUE	100	36	3,600	R - Residential/Local	A - AC	79	25.48
NORTH	NORT4	NORTH ROAD	RUTH AVENUE	HILLMAN AVENUE	600	24	14,400	C - Collector	A - AC	44	3.94
NORTH	NORT5	NORTH ROAD	HILLMAN AVENUE	NOTRE DAME AVENUE	2,500	24	60,000	R - Residential/Local	O - AC/AC	70	19.39
NOTRE	NOTR1	NOTRE DAME AVENUE	RALSTON AVENUE	ARBOR AVENUE	1,750	18	31,500	C - Collector	O - AC/AC	13	0
NOTRE	NOTR2	NOTRE DAME AVENUE	ARBOR AVENUE	NORTH ROAD	1,600	18	28,800	C - Collector	A - AC	54	6.5
NOTRE	NOTR3	NOTRE DAME AVENUE	NORTH ROAD	HILLMAN AVENUE	1,650	18	29,700	C - Collector	A - AC	77	15.18
NOTRE	NOTR4A	NOTRE DAME AVENUE	HILLMAN AVENUE	MILLER AVENUE	1,160	18	20,880	C - Collector	O - AC/AC	79	23.29
NOTRE	NOTR4B	NOTRE DAME AVENUE	MILLER AVENUE	ALAMEDA DE LAS PULGAS	790	18	14,220	C - Collector	O - AC/AC	4	0
OAKCT	OAKCT	OAK COURT	EAST LAUREL CREEK ROAD	END OF CUL DE SAC	200	20	4,000	R - Residential/Local	A - AC	42	6.14
OAKKN	OAK1	OAK KNOLL DRIVE	PINE KNOLL DRIVE	VALLEY VIEW AVENUE	1,000	18	18,000	R - Residential/Local	O - AC/AC	14	0
OAKKN	OAK2	OAK KNOLL DRIVE	VALLEY VIEW AVENUE	END OF CUL DE SAC	1,500	18	27,000	R - Residential/Local	A - AC	82	27.4
OLD	002110	OLD COUNTY ROAD	CNRY BNDRY S/O HARBOR BLVD	CNRY BNDRY NW/O KAREN RD	630	37	23,310	C - Collector	A - AC	79	15.27
OLD	OLD1	OLD COUNTY ROAD	SAN MATEO CITY LIMIT	DALE VIEW AVENUE	350	37	12,950	C - Collector	O - AC/AC	30	1.32
OLD	OLD2	OLD COUNTY ROAD	DALE VIEW AVENUE	MARINE VIEW AVENUE	1,900	37	70,300	C - Collector	A - AC	30	0.93
OLD	OLD3	OLD COUNTY ROAD	MARINE VIEW AVENUE	MASONIC WAY	2,000	37	74,000	C - Collector	A - AC	33	1.53
OLD	OLD4	OLD COUNTY ROAD	MASONIC WAY	1020 OLD COUNTY ROAD	436	37	16,132	C - Collector	A - AC	77	14.4
OLD	OLD5	OLD COUNTY ROAD	1020 OLD COUNTY ROAD	O'NEILL AVENUE	714	37	26,418	A - Arterial	O - AC/AC	92	34.77
OLD	OLD6	OLD COUNTY ROAD	O'NEILL AVENUE	COUNTY LINE	200	58	11,600	A - Arterial	O - AC/AC	92	34.77
ONEIL	ONE1	ONEILL AVE	SIXTH AVENUE	SUNNYSLOPE AVENUE	300	25	7,500	R - Residential/Local	A - AC	97	34.11

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ONEIL	ONE10	ONEILL AVE	KEDITH STREET	DIARY LANE	154	33	5,082	R - Residential/Local	O - AC/AC	38	5.4
ONEIL	ONE11	ONEILL AVE	SUNNYSLOPE AVENUE	WEST CUL DE SAC	218	34	7,412	R - Residential/Local	A - AC	85	36.84
ONEIL	ONE2A	ONEILL AVE	EL CAMINO REAL	100' WEST OF FIFTH AVE	430	34	14,620	C - Collector	O - AC/AC	39	4
ONEIL	ONE2B	ONEILL AVE	100' WEST OF FIFTH AVE	SIXTH AVE	170	34	5,780	C - Collector	O - AC/AC	96	30.01
ONEIL	ONE3	ONEILL AVE	ELMER ST	OLD COUNTY ROAD	420	19	7,980	R - Residential/Local	A - AC	69	19.33
ONEIL	ONE4	ONEILL AVE	ELMER STREET	FURLONG STREET	260	33	8,580	R - Residential/Local	A - AC	81	26.77
ONEIL	ONE5	ONEILL AVE	FURLONG STREET	GRANADA STREET	233	33	7,689	R - Residential/Local	O - AC/AC	80	29.5
ONEIL	ONE6	ONEILL AVE	GRANADA STREET	HILLER STREET	238	33	7,854	R - Residential/Local	O - AC/AC	37	4.94
ONEIL	ONE7	ONEILL AVE	HILLER STREET	IRWIN STREET	238	33	7,854	R - Residential/Local	O - AC/AC	49	11.04
ONEIL	ONE8	ONEILL AVE	IRWIN STREET	JUDSON STREET	237	33	7,821	R - Residential/Local	O - AC/AC	50	11.61
ONEIL	ONE9	ONEILL AVE	JUDSON STREET	KEDITH STREET	235	33	7,755	R - Residential/Local	O - AC/AC	45	8.85
OXFORD	OXFO1A	OXFORD WAY	192 OXFORD WAY	OXFORD (CIRCLE)	840	31	26,040	R - Residential/Local	A - AC	87	30.49
OXFORD	OXFO1B	OXFORD WAY	192 OXFORD WAY	301 OXFORD WAY	800	31	24,800	R - Residential/Local	A - AC	79	25.48
OXFORD	OXFO2	OXFORD WAY	301 OXFORD WAY	HILLER STREET	1,200	31	37,200	R - Residential/Local	O - AC/AC	85	33
PADDIN	PADDIN	PADDINGTON COURT	HALLMARK DRIVE	END OF CUL DE SAC	150	29	4,350	R - Residential/Local	A - AC	86	29.9
PALM	PALM1	PALM AVENUE (FIFTH)	WALTERMIRE STREET	130' S. OF WALTERMIRE ST	130	28	3,640	R - Residential/Local	A - AC	85	29.29
PALM	PALM2	PALM AVENUE (FIFTH)	130' S. OF WALTERMIRE ST	O'NEIL AVE	168	28	4,704	R - Residential/Local	A - AC	31	2.01
PALMER	PALMER	PALMER AVENUE	CARMELITA AVENUE	BUENA VISTA DRIVE	400	29	11,600	R - Residential/Local	A - AC	80	26.12
PALOMA	PALOMA	PALOMA AVENUE	DEAD END	VINE STREET	900	18	16,200	R - Residential/Local	A - AC	15	0
PARKRI	PARKRI	PARKRIDGE COURT	HASTINGS DRIVE	DEAD END	250	17	4,250	R - Residential/Local	A - AC	89	31.6
PHYLLI	PHYLLI	PHYLLIS COURT	COLLEGE VIEW WAY	END OF CUL DE SAC	200	24	4,800	R - Residential/Local	A - AC	13	0
PINE	PINE	PINE KNOLL DRIVE	END OF CUL DE SAC	HILLMAN AVENUE	1,450	18	26,100	R - Residential/Local	O - AC/AC	29	1.52
PLATEA	PLATEA	PLATEAU DRIVE	UPPER LOCK AVENUE	LOWER LOCK AVENUE	1,600	24	38,400	R - Residential/Local	A - AC	64	17.95
PONCE	PONC1	PONCE AVENUE	PRINDLE ROAD	READ AVENUE	1,450	16	23,200	R - Residential/Local	O - AC/AC	22	0
PONCE	PONC2	PONCE AVENUE	READ AVENUE	CIPRIANI BOULEVARD	450	20	9,000	R - Residential/Local	O - AC/AC	15	0
PONCE	PONC3	PONCE AVENUE	CIPRIANI BOULEVARD	END OF CUL DE SAC	600	29	17,400	R - Residential/Local	O - AC/AC	59	17.18
PRINDL	PRIND1	PRINDLE ROAD	CORONET BOULEVARD	PONCE	1,327	20	26,540	R - Residential/Local	A - AC	10	0
PRINDL	PRIND2	PRINDLE ROAD	PONCE	CIPRIANI BOULEVARD	323	20	6,460	R - Residential/Local	A - AC	24	0
PROSPE	PROSPE	PROSPECT STREET	LANE STREET	SAN CARLOS CITY LIMIT	500	20	10,000	R - Residential/Local	A - AC	22	0
PULLMA	PULL1	PULLMAN AVENUE	COVINGTON ROAD	CORONET BOULEVARD	2,100	20	42,000	R - Residential/Local	O - AC/AC	29	1.54

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Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
PULLMA	PULL2	PULLMAN AVENUE	CORONET BOULEVARD	RALSTON AVENUE	200	20	4,000	R - Residential/Local	A - AC	20	0
RALSTO	RALS02	RALSTON AVENUE, EB	REDWOOD CITY LIMIT	HILLER STREET	1,900	30	57,000	A - Arterial	O - AC/AC	86	28.45
RALSTO	RALS04	RALSTON AVENUE, EB	HILLER STREET	GRANADA STREET	300	42	12,600	A - Arterial	O - AC/AC	87	29.5
RALSTO	RALS06	RALSTON AVENUE, EB	GRANADA STREET	ELMER STREET	500	35	17,500	A - Arterial	O - AC/AC	66	14.23
RALSTO	RALS08	RALSTON AVENUE, EB	ELMER STREET	OLD COUNTY ROAD	200	38	7,600	A - Arterial	O - AC/AC	80	22.3
RALSTO	RALS10	RALSTON AVENUE, EB	OLD COUNTY ROAD	SOUTHERN PACIFIC CROSSING	250	35	8,750	A - Arterial	O - AC/AC	80	22.3
RALSTO	RALS12	RALSTON AVENUE, EB	EL CAMINO REAL	SIXTH AVENUE	600	30	18,000	A - Arterial	A - AC	87	22.56
RALSTO	RALS14	RALSTON AVENUE, EB	SIXTH AVENUE	ENTRANCE TO TWIN PINES	300	33	9,900	A - Arterial	A - AC	92	24.47
RALSTO	RALS16	RALSTON AVENUE, EB	ENTRANCE TO TWIN PINES	SOUTH ROAD	900	28	25,200	A - Arterial	A - AC	92	24.47
RALSTO	RALS18	RALSTON AVENUE, EB	SOUTH ROAD	CHULA VISTA DRIVE	1,350	20	27,000	A - Arterial	A - AC	92	24.47
RALSTO	RALS20	RALSTON AVENUE, EB	CHULA VISTA DRIVE	NOTRE DAME AVENUE	1,250	19	23,750	A - Arterial	A - AC	89	23.4
RALSTO	RALS22	RALSTON AVENUE, EB	NOTRE DAME AVENUE	MAYWOOD DRIVE	1,400	19	26,600	A - Arterial	A - AC	90	23.78
RALSTO	RALS24	RALSTON AVENUE, EB	MAYWOOD DRIVE	VILLA AVENUE	400	20	8,000	A - Arterial	A - AC	91	24.14
RALSTO	RALS26	RALSTON AVENUE, EB	VILLA AVENUE	ALAMEDA DE LAS PULGAS	350	23	8,050	A - Arterial	A - AC	92	24.47
RALSTO	RALS28	RALSTON AVENUE, EB	ALAMEDA DE LAS PULGAS	LYALL WAY	1,300	23	29,900	A - Arterial	O - AC/AC	91	28.42
RALSTO	RALS30	RALSTON AVENUE, EB	LYALL WAY	CIPRIANI BOULEVARD	1,300	31	40,300	A - Arterial	O - AC/AC	92	28.74
RALSTO	RALS32	RALSTON AVENUE, EB	CIPRIANI BOULEVARD	DAVIS DRIVE	1,950	21	40,950	A - Arterial	O - AC/AC	50	7.01
RALSTO	RALS34	RALSTON AVENUE, EB	DAVIS DRIVE	BELMONT CANYON ROAD	1,800	21	37,800	A - Arterial	O - AC/AC	44	5.12
RALSTO	RALS36	RALSTON AVENUE, EB	BELMONT CANYON ROAD	HALLMARK DRIVE	1,200	22	26,400	A - Arterial	O - AC/AC	57	9.42

Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
RALSTO	RALS38	RALSTON AVENUE, EB	HALLMARK DRIVE	CHRISTIAN DRIVE	2,000	24	48,000	A - Arterial	A - AC	58	9.93
RALSTO	RALS01	RALSTON AVENUE, WB	REDWOOD CITY LIMIT	HILLER STREET	1,900	30	57,000	A - Arterial	O - AC/AC	86	28.45
RALSTO	RALS03	RALSTON AVENUE, WB	HILLER STREET	GRANADA STREET	300	42	12,600	A - Arterial	O - AC/AC	89	27.58
RALSTO	RALS05	RALSTON AVENUE, WB	GRANADA STREET	ELMER STREET	500	35	17,500	A - Arterial	O - AC/AC	68	15.26
RALSTO	RALS07	RALSTON AVENUE, WB	ELMER STREET	OLD COUNTY ROAD	200	38	7,600	A - Arterial	O - AC/AC	80	22.3
RALSTO	RALS09	RALSTON AVENUE, WB	OLD COUNTY ROAD	SOUTHERN PACIFIC CROSSING	250	35	8,750	A - Arterial	O - AC/AC	78	21.05
RALSTO	RALS11	RALSTON AVENUE, WB	EL CAMINO REAL	SIXTH AVENUE	600	30	18,000	A - Arterial	A - AC	92	24.47
RALSTO	RALS13	RALSTON AVENUE, WB	SIXTH AVENUE	ENTRANCE TO TWIN PINES	300	33	9,900	A - Arterial	A - AC	91	24.14
RALSTO	RALS15	RALSTON AVENUE, WB	ENTRANCE TO TWIN PINES	SOUTH ROAD	900	28	25,200	A - Arterial	A - AC	92	24.47
RALSTO	RALS17	RALSTON AVENUE, WB	SOUTH ROAD	CHULA VISTA DRIVE	1,350	20	27,000	A - Arterial	A - AC	88	22.99
RALSTO	RALS19	RALSTON AVENUE, WB	CHULA VISTA DRIVE	NOTRE DAME AVENUE	1,250	19	23,750	A - Arterial	A - AC	88	22.99
RALSTO	RALS21	RALSTON AVENUE, WB	NOTRE DAME AVENUE	MAYWOOD DRIVE	1,400	19	26,600	A - Arterial	A - AC	90	23.78
RALSTO	RALS23	RALSTON AVENUE, WB	MAYWOOD DRIVE	VILLA AVENUE	400	31	12,400	A - Arterial	A - AC	89	23.4
RALSTO	RALS25	RALSTON AVENUE, WB	VILLA AVENUE	ALAMEDA DE LAS PULGAS	350	34	11,900	A - Arterial	A - AC	92	24.47
RALSTO	RALS27	RALSTON AVENUE, WB	ALAMEDA DE LAS PULGAS	LYALL WAY	1,300	23	29,900	A - Arterial	O - AC/AC	89	27.58
RALSTO	RALS29	RALSTON AVENUE, WB	LYALL WAY	CIPRIANI BOULEVARD	1,300	31	40,300	A - Arterial	O - AC/AC	91	28.42
RALSTO	RALS31	RALSTON AVENUE, WB	CIPRIANI BOULEVARD	DAVIS DRIVE	1,950	21	40,950	A - Arterial	O - AC/AC	41	4.23
RALSTO	RALS33	RALSTON AVENUE, WB	DAVIS DRIVE	BELMONT CANYON ROAD	1,800	21	37,800	A - Arterial	O - AC/AC	41	4.23
RALSTO	RALS35	RALSTON AVENUE, WB	BELMONT CANYON ROAD	HALLMARK DRIVE	1,200	22	26,400	A - Arterial	O - AC/AC	65	12.48

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RALSTO	RALS37	RALSTON AVENUE, WB	HALLMARK DRIVE	CHRISTIAN DRIVE	2,000	24	48,000	A - Arterial	A - AC	50	7.12
RALSFR	RAFR1	RALSTON FRONTAGE RD	GRANADA ST	HILLER	260	16	4,160	R - Residential/Local	A - AC	36	3.81
RALSFR	RAFR2	RALSTON FRONTAGE RD	HILLER	KEDITH ST	620	33	20,460	R - Residential/Local	A - AC	29	1.32
RALSTR	RALRA1	RALSTON RANCH	CHRISTIAN DRIVE	RALSTON AVE	1,950	33	64,350	R - Residential/Local	A - AC	69	18.69
READ	READ1	READ AVENUE	CASA BONA AVENUE	CARMELITA AVENUE	700	16	11,200	R - Residential/Local	A - AC	50	9.54
READ	READ2	READ AVENUE	CARMELITA AVENUE	PONCE AVENUE	750	20	15,000	R - Residential/Local	A - AC	81	26.76
READ	READ3	READ AVENUE	PONCE AVENUE	END OF CUL DE SAC	750	20	15,000	R - Residential/Local	O - AC/AC	83	31.62
REPOSO	REPOSO	REPOSO WAY	HILLCREST DRIVE	ENCLINE WAY	600	24	14,400	R - Residential/Local	O - AC/AC	80	30.01
RIDGE	RIDGE	RIDGE ROAD	END OF CUL DE SAC	NOTRE DAME AVENUE	900	20	18,000	R - Residential/Local	O - AC/AC	50	10.94
RIDGEW	RIDGEW	RIDGEWOOD COURT	HASTINGS DRIVE	DEAD END	150	17	2,550	R - Residential/Local	A - AC	82	27.4
RINCON	RINCON	RINCONADA CIRCLE	ST. JAMES ROAD	END OF TURN A ROUND	800	26	20,800	R - Residential/Local	A - AC	45	7.37
ROBBIN	ROBBIN	ROBBIN WHIPPLE WAY	BELBURN DRIVE	END OF CUL DE SAC	1,150	27	31,050	R - Residential/Local	A - AC	29	1.3
ROBERT	ROBERT	ROBERT AVENUE	SKYMONT DRIVE	BISHOP ROAD	100	30	3,000	R - Residential/Local	A - AC	25	0
ROSS	ROSS	ROSS STREET	WINDING WAY	NORTH ROAD	200	16	3,200	R - Residential/Local	O - AC/AC	28	1.13
ROXBUR	ROXBUR	ROXBURY WAY	HILLER STREET	CAMBRIDGE STREET	700	31	21,700	R - Residential/Local	A - AC	22	0
RUTH	RUTH	RUTH AVENUE	EL CAMINO REAL	NORTH ROAD	1,250	23	28,750	R - Residential/Local	A - AC	17	0
SANAR	SANAR	SAN ARDO WAY	MONTE CRESTA DRIVE	BARCLAY WAY	800	20	16,000	R - Residential/Local	O - AC/AC	24	0
SANJU	SAN1	SAN JUAN BOULEVARD	CIPRIANI BOULEVARD	MONTE CRESTA DRIVE	2,600	24	62,400	C - Collector	A - AC	39	2.8
SANJU	SAN2	SAN JUAN BOULEVARD	MONTE CRESTA DRIVE	EAST LAUREL CREEK ROAD	1,650	24	39,600	C - Collector	A - AC	28	0.55
SEAPL	SEAPL	SEAGATE PLACE	SEAGRATE WAY	END OF CUL DE SAC	100	31	3,100	R - Residential/Local	A - AC	80	26.12
SEAWY	SEAWY	SEAGATE WAY	DEAD END	OXFORD WAY	850	31	26,350	R - Residential/Local	A - AC	80	26.12
SEM	SEM	SEM LANE	DEAD END	SHOREWAY DRIVE	650	30	19,500	R - Residential/Local	O - AC/AC	82	30.91
SEMERI	SEMERI	SEMERIA AVENUE	CIPRIANI BOULEVARD	CASA BONA AVENUE	1,350	18	24,300	R - Residential/Local	O - AC/AC	24	0
SEQUOI	SEQU1	SEQUOIA AVENUE	BARCLAY WAY	ALL VIEW WAY	600	20	12,000	R - Residential/Local	O - AC/AC	80	34.58
SEQUOI	SEQU2	SEQUOIA AVENUE	ALL VIEW WAY	MONTE CRESTA DRIVE	1,000	20	20,000	R - Residential/Local	O - AC/AC	71	24.66
SHARON	SHARON	SHARON AVENUE	ALAMEDA DE LAS PULGAS	CORONET BOULEVARD	250	18	4,500	R - Residential/Local	O - AC/AC	70	25.41
SHERBO	SHERBO	SHERBORNE DRIVE	SOMERSET DRIVE	SOMERSET DRIVE	1,200	29	34,800	R - Residential/Local	A - AC	74	22.33
SHIRLE	SHIRLE	SHIRLEY ROAD	FOREST AVENUE	FOREST AVENUE	700	16	11,200	R - Residential/Local	A - AC	87	30.49

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SHOREW	SHOR1	SHOREWAY ROAD	REDWOOD CITY LIMIT	SEM LANE	1,300	35	45,500	C - Collector	A - AC	17	0
SHOREW	SHOR2	SHOREWAY ROAD	SEM LANE	SAN CARLOS CITY LIMIT	2,350	27	63,450	C - Collector	O - AC/AC	65	14.56
SIXTH	SIXT1	SIXTH AVENUE	HILL STREET	RALSTON AVENUE	500	36	18,000	R - Residential/Local	A - AC	84	28.67
SIXTH	SIXT2	SIXTH AVENUE	RALSTON AVENUE	EMMETT AVENUE	250	48	12,000	C - Collector	A - AC	45	4.18
SIXTH	SIXT3	SIXTH AVENUE	EMMETT AVENUE	WALTERMIRE STREET	300	53	15,900	C - Collector	A - AC	66	10.19
SIXTH	SIXT4	SIXTH AVENUE	WALTERMIRE STREET	O'NEILL AVENUE	300	26	7,800	C - Collector	A - AC	98	24.15
SIXTH	SIXT5	SIXTH AVENUE	O'NEILL AVENUE	HARBOR BOULEVARD	1,150	37	42,550	C - Collector	O - AC/AC	91	34.07
SIXTH	SIXT6A	SIXTH AVENUE	HARBOR BOULEVARD	LANE STREET	450	20	9,000	C - Collector	A - AC	74	13.15
SIXTH	SIXT6B	SIXTH AVENUE	LANE STREET	E STREET	300	20	6,000	C - Collector	A - AC	22	0
SIXTH	SIXT7	SIXTH AVENUE	E STREET	SAN CARLOS CITY LIMIT	600	28	16,800	C - Collector	A - AC	23	0
SKYCT	SKYCT	SKYMONT COURT	SKYMONT DRIVE	END OF CUL DE SAC	150	30	4,500	R - Residential/Local	A - AC	24	0
SKYDR	SKYDR	SKYMONT DRIVE	MARSTEN AVENUE	DEAD END	1,250	30	37,500	R - Residential/Local	A - AC	18	0
SOHO	SOHO	SOHO CIRCLE	HALLMARK DRIVE	END OF CUL DE SAC	100	29	4,000	R - Residential/Local	A - AC	79	25.48
SOLCT	SOLCT	SOLANA COURT	SOLANA DRIVE	END OF CUL DE SAC	100	25	4,200	R - Residential/Local	A - AC	11	0
SOLDR	SOLD1	SOLANA DRIVE	CHULA VISTA DRIVE	SOLANA COURT	400	25	10,000	R - Residential/Local	A - AC	20	0
SOLDR	SOLD2	SOLANA DRIVE	SOLANA COURT	END OF CUL DE SAC	800	25	20,000	R - Residential/Local	O - AC/AC	19	0
SOMCT	SOMCT	SOMERSET COURT	SOMERSET DRIVE	END OF CUL DE SAC	200	37	7,400	R - Residential/Local	A - AC	82	27.4
SOMDR	SOM1	SOMERSET DRIVE	SOMERSET COURT	LEIGH WAY	750	37	27,750	R - Residential/Local	A - AC	82	27.4
SOMDR	SOM2	SOMERSET DRIVE	LEIGH WAY	WAKEFIELD DRIVE	1,150	37	42,550	R - Residential/Local	A - AC	50	9.96
SOUTH	SOUT1	SOUTH ROAD	MIDDLE ROAD	COLLEGE VIEW WAY	950	20	19,000	C - Collector	O - AC/AC	24	0
SOUTH	SOUT2	SOUTH ROAD	COLLEGE VIEW WAY	HOLLY ROAD	1,200	20	24,000	C - Collector	O - AC/AC	21	0
SOUTH	SOUT3	SOUTH ROAD	HOLLY ROAD	RALSTON AVENUE	2,000	20	40,000	C - Collector	A - AC	17	0
SOUTHV	SOUTHV	SOUTHVIEW COURT	SOUTH ROAD	END OF CUL DE SAC	450	26	11,700	R - Residential/Local	O - AC/AC	39	5.7
SPRING	SPRING	SPRING LANE	VINE STREET	END OF CUL DE SAC	300	24	7,200	R - Residential/Local	A - AC	77	24.21
STJA	ST1	ST. JAMES ROAD	COMSTOCK CIRCLE	WALTHAM CROSS	1,050	37	38,850	R - Residential/Local	A - AC	16	0
STJA	ST2	ST. JAMES ROAD	WALTHAM CROSS	REFUGE BOUNDARY	650	37	24,050	R - Residential/Local	O - AC/AC	26	0.33
STJA	ST3	ST. JAMES ROAD	REFUGE BOUNDARY	ENTRANCE TO FOX SCHOOL	1,900	37	70,300	R - Residential/Local	A - AC	48	8.66
STERLI	STERLI	STERLING VIEW AVENUE	HILLER STREET	OLD COUNTY ROAD	400	31	12,400	R - Residential/Local	O - AC/AC	75	28.68
SUNNYS	SUNN1	SUNNYSLOPE AVENUE	O'NEILL AVENUE	HARBOR BOULEVARD	800	28	22,400	R - Residential/Local	A - AC	11	0

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SUNNYS	SUNN2A	SUNNYSLOPE AVENUE	HARBOR BOULEVARD	1572 SUNNYSLOPE AVENUE	500	19	9,500	R - Residential/Local	A - AC	21	0
SUNNYS	SUNN2B	SUNNYSLOPE AVENUE	1572 SUNNYSLOPE AVENUE	LANE STREET	250	19	4,750	R - Residential/Local	A - AC	45	7.37
SUNNYS	SUNN2C	SUNNYSLOPE AVENUE	LANE STREET	SAN CARLOS CITY LIMIT	800	19	15,200	R - Residential/Local	A - AC	20	0
SUSSEX	SUSSEX	SUSSEX COURT	HILLER STREET	END OF CUL DE SAC	150	31	4,650	R - Residential/Local	A - AC	16	0
TAHOE	TAHOE	TAHOE DRIVE	RALSTON AVENUE	LASSEN DRIVE	1,850	26	48,100	R - Residential/Local	O - AC/AC	71	19.85
TALBRY	TALB1A	TALBRYN DRIVE	PALOMA AVENUE	ARDEN LN	1,284	19	24,396	R - Residential/Local	A - AC	66	16.91
TALBRY	TALB1B	TALBRYN DRIVE	ARDEN LN	1320 TALBRYN DRIVE	366	19	6,954	R - Residential/Local	A - AC	3	0
TALBRY	TALB2	TALBRYN DRIVE	1320 TALBRYN DRIVE	BUCKLAND AVENUE	358	26	9,308	R - Residential/Local	A - AC	26	0.31
TERRAC	TERR1	TERRACE DRIVE	NOTRE DAME AVENUE	HILLMAN AVENUE	2,200	18	39,600	R - Residential/Local	O - AC/AC	87	34.33
TERRAC	TERR2	TERRACE DRIVE	HILLMAN AVENUE	MEZES AVENUE	450	18	8,100	R - Residential/Local	O - AC/AC	18	0
THURM	THURM	THURM AVENUE	SAN MATEO CITY LIMIT	WOOSTER AVENUE	750	20	15,000	R - Residential/Local	O - AC/AC	33	3.1
TIOGA	TIOGA	TIOGA WAY	YOSEMITE DRIVE	END OF CUL DE SAC	300	26	7,800	R - Residential/Local	O - AC/AC	80	29.5
UPPER	UPPER	UPPER LOCK AVENUE	BELMONT CANYON ROAD	3242 UPPER LOCK AVENUE	1,050	24	25,200	R - Residential/Local	A - AC	17	0
VALDEZ	VALDEZ	VALDEZ AVENUE	FERNWOOD WAY	EL VERANO WAY	1,100	25	27,500	R - Residential/Local	A - AC	30	1.64
VALERG	VALERG	VALERGA DRIVE	Alameda de las Pulgas	Dead End	600	37	22,200	R - Residential/Local	A - AC	17	0
VALLEY	VALL1	VALLEY VIEW AVENUE	NOTRE DAME AVENUE	1727 VALLEY VIEW AVENUE	1,050	18	18,900	R - Residential/Local	O - AC/AC	57	15.95
VALLEY	VALL2	VALLEY VIEW AVENUE	1727 VALLEY VIEW AVENUE	OAK KNOLL DRIVE	1,050	18	18,900	R - Residential/Local	O - AC/AC	78	31.82
VANNIE	VANNIE	VANNIER DRIVE	SOUTH ROAD	SOUTH ROAD	800	20	16,000	R - Residential/Local	A - AC	17	0
VILLA	VILLA1	VILLA AVENUE	ACADEMY AVENUE	BELBURN DRIVE	1,150	27	31,050	R - Residential/Local	O - AC/AC	80	34.58
VILLA	VILLA2	VILLA AVENUE	BELBURN DRIVE	RALSTON AVENUE	300	27	8,100	R - Residential/Local	A - AC	33	2.72
VILCT	VILCT	VILLAGE COURT	VILLAGE DRIVE	END OF CUL DE SAC	350	33	11,550	R - Residential/Local	O - AC/AC	88	34.97
VILDR	VILDR	VILLAGE DRIVE	CARLMONT DRIVE	DEAD END	1,000	33	33,000	R - Residential/Local	O - AC/AC	78	28.09
VINE	VINE1	VINE STREET	HARBOR BOULEVARD	1537 VINE STREET	1,600	23	36,800	R - Residential/Local	A - AC	17	0
VINE	VINE2	VINE STREET	1537 VINE STREET	SAN CARLOS CITY LIMIT	1,000	23	23,000	R - Residential/Local	A - AC	67	18.17
VIRGIN	VIRGIN	VIRGINIA AVENUE	MIDDLE ROAD	DEAD END	600	20	12,000	R - Residential/Local	A - AC	7	0
WAKCT	WAKCT	WAKEFIELD COURT	WAKEFIELD DRIVE	END OF CUL DE SAC	250	29	7,250	R - Residential/Local	A - AC	79	25.49
WAKDR	WAK1	WAKEFIELD DRIVE	HALLMARK DRIVE	SOMERSET DRIVE	600	37	22,200	R - Residential/Local	A - AC	65	17.05
WAKDR	WAK2	WAKEFIELD DRIVE	SOMERSET DRIVE	WAKEFIELD DRIVE	2,650	37	98,050	R - Residential/Local	A - AC	76	23.58

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WALTER	WALT1	WALTERMIRE STREET	ELMER STREET	OLD COUNTY ROAD	350	19	6,650	R - Residential/Local	A - AC	62	15.42
WALTER	WALT2	WALTERMIRE STREET	EL CAMINO REAL	FIFTH AVENUE	241	32	7,712	C - Collector	O - AC/AC	80	23.12
WALTER	WALT3	WALTERMIRE STREET	FIFTH AVENUE	SIXTH AVENUE	259	37	9,583	C - Collector	A - AC	79	15.56
WALTHA	WALTH1	WALTHAM CROSS	COMSTOCK CIRCLE	2748 WALTHAM CROSS	1,000	29	29,000	R - Residential/Local	A - AC	75	22.95
WALTHA	WALTH2	WALTHAM CROSS	2748 WALTHAM CROSS	ST. JAMES ROAD	400	29	11,600	R - Residential/Local	A - AC	79	25.48
WATERL	WATERL	WATERLOO COURT	HALLMARK DRIVE	END OF CUL DE SAC	700	29	20,300	R - Residential/Local	A - AC	76	23.58
WEMBER	WEMB1	WEMBERLY DRIVE	COMSTOCK CIRCLE	HALLMARK DRIVE	1,200	29	34,800	R - Residential/Local	A - AC	28	0.97
WEMBER	WEMB2	WEMBERLY DRIVE	HALLMARK DRIVE	ST. JAMES ROAD	1,000	29	29,000	R - Residential/Local	O - AC/AC	73	26.72
WESSEX	WESS1	WESSEX WAY	END OF CUL DE SAC	HILLER STREET	600	31	18,600	R - Residential/Local	A - AC	19	0
WESSEX	WESS2	WESSEX WAY	HILLER STREET	GRANADA STREET	400	31	12,400	R - Residential/Local	O - AC/AC	75	23.81
WESSEX	WESS3	WESSEX WAY	GRANADA STREET	ENTRANCE TO POST OFFICE	400	31	12,400	R - Residential/Local	A - AC	20	0
WESTN	WESTN1	WEST NAUGHTON AVENUE	BELMONT CANYON RD	CULDESAC	880	25	22,000	R - Residential/Local	A - AC	85	29.29
WILLIA	WILLIA	WILLIAMS AVENUE	NORTH ROAD	RIDGE ROAD	750	20	15,000	R - Residential/Local	O - AC/AC	49	10.43
WINDIN	WIND1	WINDING WAY	WILLIAMS AVENUE	ROSS STREET	550	18	9,900	R - Residential/Local	O - AC/AC	16	0
WINDIN	WIND2	WINDING WAY	ROSS STREET	HILLMAN AVENUE	2,150	16	34,400	R - Residential/Local	O - AC/AC	19	0
WOOSTE	WOOSTE	WOOSTER AVENUE	SAN MATEO CITY LIMIT	CIPRIANI BOULEVARD	900	18	16,200	R - Residential/Local	O - AC/AC	16	0
YORKSH	YORKSH	YORKSHORE WAY	MOUNTAIN VIEW AVENUE	MARINE VIEW AVENUE	700	31	21,700	R - Residential/Local	A - AC	23	0
YOSEMI	YOSEMI	YOSEMITE DRIVE	TAHOE DRIVE	LASSEN DRIVE	1,100	26	28,600	R - Residential/Local	O - AC/AC	86	40.28

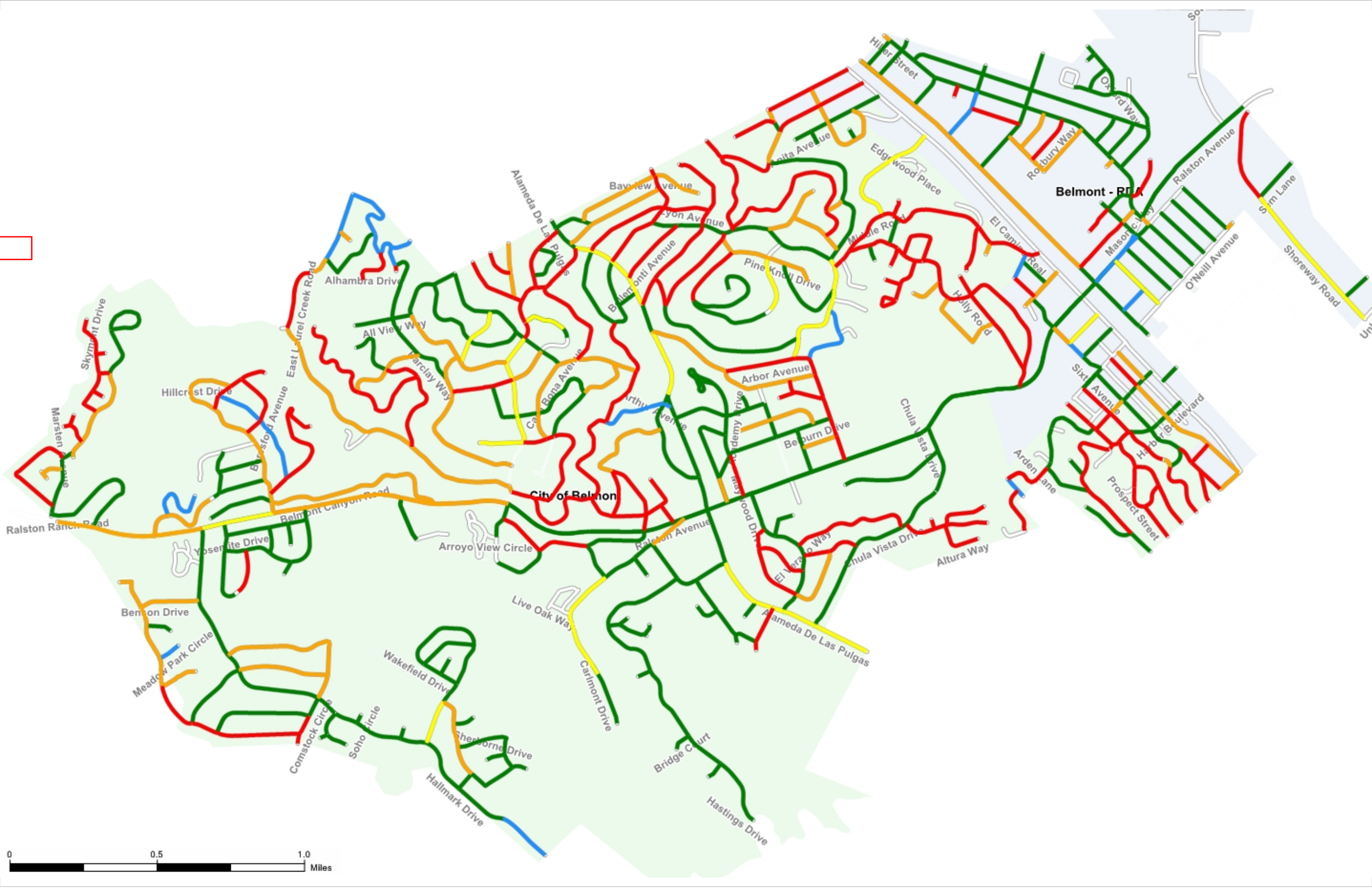
I - Good

II - Fair

III - At Risk

IV - Poor

V - Failed



Appendix F

Sections Selected for Treatment
Current Budget Scenario

Maps – Scenario Treatments

Scenarios - Sections Selected for Treatment

Interest: 2.00%

Inflation: 4.00%

Printed: 01/18/2013

Scenario: (2) Current Projected Funding

Year	Budget	PM Amt	Year	Budget	PM Amt	Year	Budget	PM Amt
2013	\$360,000	35%	2014	\$360,000	35%	2015	\$360,000	35%
2016	\$360,000	35%	2017	\$360,000	35%			

Street Name	Begin Location	End Location	Street ID	Section ID	FC	Surface	PCI	Cost	Rating	Treatment
Year: 2013										
NORTH ROAD	RUTH AVENUE	HILLMAN AVENUE	NORTH	NORT4	C	AC	100	\$47,200	20,520	AC OVERLAY (TWO INCHES) W/F
SIXTH AVENUE	RALSTON AVENUE	EMMETT AVENUE	SIXTH	SIXT2	C	AC	100	\$39,334	20,447	AC OVERLAY (TWO INCHES) W/F
Treatment Total								\$86,534		
FOLGER DRIVE	NOTRE DAME AVENUE	NOTRE DAME AVENUE	FOLGER	FOLGER	R	AC	69	\$11,445	21,776	PATCH AND SLURRY SEAL
HALLMARK DRIVE	END OF CUL DE SAC	2516 HALLMARK DRIVE	HALLMA	HALL1	C	AC/AC	76	\$33,075	21,873	PATCH AND SLURRY SEAL
HIGHGATE AVENUE	DEAD END	MONTE CRESTA DRIVE	HIGHGA	HIGHGA	R	AC	73	\$3,634	20,555	PATCH AND SLURRY SEAL
MEADOW PARK CIRCLE	ST. JAMES ROAD	END OF TURN A ROUND	MEADOW	MEADOW	R	AC	74	\$7,570	20,794	PATCH AND SLURRY SEAL
MONTE CRESTA DRIVE	SEQUOIA WAY	HASKINS DRIVE	MONTE	MONT4	R	AC/AC	70	\$7,873	20,654	PATCH AND SLURRY SEAL
MOUNTAIN VIEW AVENUE	HILLER STREET	OLD COUNTY ROAD	MOUNTA	MOUN3	R	AC	71	\$13,141	20,179	PATCH AND SLURRY SEAL
RALSTON AVENUE, WB	GRANADA STREET	ELMER STREET	RALSTO	RALS05	A	AC/AC	76	\$18,473	21,796	PATCH AND SLURRY SEAL
RALSTON AVENUE, EB	GRANADA STREET	ELMER STREET	RALSTO	RALS06	A	AC/AC	75	\$18,473	21,131	PATCH AND SLURRY SEAL
RALSTON AVENUE, WB	BELMONT CANYON ROAD	HALLMARK DRIVE	RALSTO	RALS35	A	AC/AC	73	\$27,867	22,253	PATCH AND SLURRY SEAL
WALTERMIRE STREET	ELMER STREET	OLD COUNTY ROAD	WALTER	WALT1	R	AC	71	\$4,027	20,179	PATCH AND SLURRY SEAL
Treatment Total								\$145,578		
ACADEMY AVENUE	s/o BELBURN DRIVE	s/o ALDEN DRIVE	ACAAV	ACAAV2	R	AC	89	\$5,201	59,015	SLURRY SEAL
ACADEMY COURT	ACADEMY AVENUE	ACADEMY AVENUE	ACACT	ACACT	R	AC	87	\$2,083	52,057	SLURRY SEAL
ALAMEDA DE LAS PULGAS	MEZES AVENUE	ARBOR DRIVE	ALAMED	ALAM4B	C	AC/AC	87	\$3,900	62,178	SLURRY SEAL
ALAMEDA DE LAS PULGAS	RALSTON AVENUE	CARLMONT DRIVE	ALAMED	ALAM8	C	AC/AC	84	\$15,600	55,588	SLURRY SEAL
BARCLAY WAY	MONSERAT AVENUE	SEQUOIA WAY	BARCLA	BARC1	R	AC/AC	89	\$3,210	58,717	SLURRY SEAL
CARMELITA AVENUE	CIPRIANI BOULEVARD	PALMER AVENUE	CARMEL	CARM2	R	AC/AC	82	\$2,069	57,195	SLURRY SEAL

** - Treatment from Project Selection

Scenarios Criteria:

Street Name	Begin Location	End Location	Street ID	Section ID	FC	Surface	PCI	Cost	Rating	Treatment
DE KOVEN AVENUE	LINCOLN AVENUE	MONSERAT AVENUE	DEKOV	DEKOV1	R	AC/AC	86	\$7,490	53,586	SLURRY SEAL
LAKE ROAD	CARLMONT DRIVE	LYALL WAY	LAKE	LAKE	C	AC/AC	90	\$5,460	52,662	SLURRY SEAL
ONEILL AVE	SUNNYSLOPE AVENUE	WEST CUL DE SAC	ONEIL	ONE11	R	AC	91	\$2,644	59,737	SLURRY SEAL
RALSTON AVENUE, WB	REDWOOD CITY LIMIT	HILLER STREET	RALSTO	RALS01	A	AC/AC	92	\$28,184	70,349	SLURRY SEAL
RALSTON AVENUE, EB	REDWOOD CITY LIMIT	HILLER STREET	RALSTO	RALS02	A	AC/AC	92	\$28,184	70,349	SLURRY SEAL
RALSTON AVENUE, EB	HILLER STREET	GRANADA STREET	RALSTO	RALS04	A	AC/AC	92	\$6,230	72,632	SLURRY SEAL
SEQUOIA AVENUE	BARCLAY WAY	ALL VIEW WAY	SEQUOI	SEQU1	R	AC/AC	87	\$4,280	55,280	SLURRY SEAL
SHARON AVENUE	ALAMEDA DE LAS PULGAS	CORONET BOULEVARD	SHARON	SHARON	R	AC/AC	77	\$1,605	49,962	SLURRY SEAL
VILLA AVENUE	ACADEMY AVENUE	BELBURN DRIVE	VILLA	VILLA1	R	AC/AC	87	\$11,075	55,280	SLURRY SEAL
Treatment Total								\$127,215		
Year 2013 Total								\$359,327		
Year: 2014										
FLASHNER LANE	EL CAMINO REAL	RALSTON AVENUE	FLASHN	FLASHN	R	AC	100	\$17,386	17,555	AC OVERLAY (TWO INCHES) W/F
LAUREL COURT	MIDDLE ROAD	END OF CUL DE SAC	LAUCT	LAUCT	R	AC	100	\$10,909	17,506	AC OVERLAY (TWO INCHES) W/F
NOTRE DAME AVENUE	ARBOR AVENUE	NORTH ROAD	NOTRE	NOTR2	C	AC	100	\$98,176	19,555	AC OVERLAY (TWO INCHES) W/F
Treatment Total								\$126,471		
EMMETT AVENUE	EL CAMINO REAL	SIXTH AVENUE	EMMETT	EMMETT	C	AC	100	\$50,094	19,641	AC OVERLAY (2 INCHES)
Treatment Total								\$50,094		
HARBOR BOULEVARD	EL CAMINO REAL	SIXTH AVENUE	HARBOR	HARB1	C	AC/AC	76	\$18,330	20,966	PATCH AND SLURRY SEAL
NEWLANDS AVENUE	CIPRIANI BOULEVARD	SAN MATEO CITY LIMIT	NEWLAN	NEWL2	R	AC	73	\$18,894	23,783	PATCH AND SLURRY SEAL
VINE STREET	1537 VINE STREET	SAN CARLOS CITY LIMIT	VINE	VINE2	R	AC	74	\$14,485	20,042	PATCH AND SLURRY SEAL
Treatment Total								\$51,709		
CHULA VISTA DRIVE	RALSTON AVENUE	1251 CHULA VISTA DRIVE	CHULA	CHUL1A	C	AC/AC	89	\$12,732	51,907	SLURRY SEAL
CHULA VISTA DRIVE	SOLANA DRIVE	FERNWOOD WAY	CHULA	CHUL2A	C	AC/AC	89	\$13,340	51,907	SLURRY SEAL
CONTINENTALS WAY	1040 CONTINENTALS WAY	1040 CONTINENTALS WAY	CONTIN	CONT2B	C	AC/AC	93	\$6,851	44,580	SLURRY SEAL
CONTINENTALS WAY	1040 CONTINENTALS WAY	LYALL WAY	CONTIN	CONT2C	C	AC/AC	93	\$12,844	44,580	SLURRY SEAL
CREST VIEW AVENUE	HILLER STREET	OLD COUNTY ROAD	CREST	CREST	R	AC/AC	80	\$5,175	45,286	SLURRY SEAL

** - Treatment from Project Selection

Scenarios Criteria:

Street Name	Begin Location	End Location	Street ID	Section ID	FC	Surface	PCI	Cost	Rating	Treatment
EL VERANO WAY	LADERA WAY	ALAMEDA DE LAS PULGAS	ELVER	ELV3	R	AC/AC	89	\$4,118	44,348	SLURRY SEAL
GORDON AVENUE	CYPRESS AVENUE	HILL STREET	GORDON	GORDON	R	AC	89	\$4,452	44,918	SLURRY SEAL
LINCOLN AVENUE	ALL VIEW WAY	NEWLANDS AVENUE	LINCOL	LINC3	R	AC/AC	84	\$7,419	49,805	SLURRY SEAL
LYALL WAY	RALSTON AVENUE	LAKE ROAD	LYALL	LYAL1	C	AC/AC	91	\$11,763	48,710	SLURRY SEAL
MUIR WAY	YOSEMITE DRIVE	TAHOE DRIVE	MUIR	MUIR	R	AC/AC	93	\$2,894	50,555	SLURRY SEAL
RALSTON AVENUE, WB	ELMER STREET	OLD COUNTY ROAD	RALSTO	RALS07	A	AC/AC	85	\$3,909	47,009	SLURRY SEAL
RALSTON AVENUE, EB	ELMER STREET	OLD COUNTY ROAD	RALSTO	RALS08	A	AC/AC	85	\$3,909	47,009	SLURRY SEAL
RALSTON AVENUE, WB	OLD COUNTY ROAD	SOUTHERN PACIFIC CROSSING	RALSTO	RALS09	A	AC/AC	84	\$4,500	47,767	SLURRY SEAL
RALSTON AVENUE, EB	OLD COUNTY ROAD	SOUTHERN PACIFIC CROSSING	RALSTO	RALS10	A	AC/AC	85	\$4,500	47,008	SLURRY SEAL
STERLING VIEW AVENUE	HILLER STREET	OLD COUNTY ROAD	STERLI	STERLI	R	AC/AC	81	\$4,600	46,816	SLURRY SEAL
VALLEY VIEW AVENUE	1727 VALLEY VIEW AVENUE	OAK KNOLL DRIVE	VALLEY	VALL2	R	AC/AC	84	\$7,011	49,805	SLURRY SEAL
WEMBERLY DRIVE	HALLMARK DRIVE	ST. JAMES ROAD	WEMBER	WEMB2	R	AC/AC	79	\$10,758	44,590	SLURRY SEAL
YOSEMITE DRIVE	TAHOE DRIVE	LASSEN DRIVE	YOSEMI	YOSEMI	R	AC/AC	91	\$10,609	46,926	SLURRY SEAL

Treatment Total	\$131,384
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Year 2014 Total	\$359,658
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Year: 2015

BENSON WAY	HALLMARK DRIVE	ST. JAMES ROAD	BENSON	BENSON	R	AC	100	\$104,940	16,898	AC OVERLAY (TWO INCHES) W/F
CYPRESS AVENUE	MIDDLE ROAD	LAUREL AVENUE	CYPRES	CYPRES	C	AC	100	\$26,058	18,602	AC OVERLAY (TWO INCHES) W/F
HILLER STREET	DEAD END	STERLING VIEW AVENUE	HER	HER1A	R	AC	100	\$13,118	16,771	AC OVERLAY (TWO INCHES) W/F
Treatment Total								\$144,116		
BAYVIEW AVENUE	END OF CUL DE SAC	MILLER AVENUE	BAYVIE	BAYV1	R	AC/AC	100	\$39,175	16,848	MILL AND OVERLAY W/F
NORTH ROAD	BERESFORD STREET	IRENE COURT	NORTH	NORT2	R	AC/AC	100	\$25,526	16,848	MILL AND OVERLAY W/F
Treatment Total								\$64,701		
ARDEN LANE	TALBRYN DRIVE	VINE STREET	ARDEN	ARDEN	R	AC	73	\$11,790	19,150	PATCH AND SLURRY SEAL
ONEILL AVE	ELMER ST	OLD COUNTY ROAD	ONEIL	ONE3	R	AC	74	\$5,227	19,333	PATCH AND SLURRY SEAL
SIXTH AVENUE	HARBOR BOULEVARD	LANE STREET	SIXTH	SIXT6A	C	AC	77	\$7,301	14,789	PATCH AND SLURRY SEAL
Treatment Total								\$24,318		

** - Treatment from Project Selection

Scenarios Criteria:

Street Name	Begin Location	End Location	Street ID	Section ID	FC	Surface	PCI	Cost	Rating	Treatment
ALDEN COURT	ALDEN STREET	END OF CUL DE SAC	ALDCT	ALDCT	R	AC/AC	86	\$1,420	40,817	SLURRY SEAL
ALDEN STREET	AVON STREET	ALAMEDA DE LAS PULGAS	ALDST	ALDST	R	AC/AC	84	\$13,541	38,126	SLURRY SEAL
BRYCE COURT	TAHOE DRIVE	END OF CUL DE SAC	BRYCE	BRYCE	R	AC/AC	85	\$2,007	39,483	SLURRY SEAL
CONTINENTALS WAY	CIPRIANI BOULEVARD	1040 CONTINENTALS WAY	CONTIN	CONT2A	C	AC/AC	91	\$10,687	42,991	SLURRY SEAL
COVINGTON ROAD	ALAMEDA DE LAS PULGAS	ALAMEDA DE LAS PULGAS	COVING	COVING	R	AC	78	\$10,069	45,533	SLURRY SEAL
EL VERANO WAY	MAYWOOD DRIVE	LADERA WAY	ELVER	ELV2	R	AC/AC	84	\$7,234	38,126	SLURRY SEAL
ENCLINE WAY	BELMONT CANYON ROAD	NAUGHTON AVENUE	ENCLIN	ENCLIN	R	AC/AC	85	\$5,941	39,483	SLURRY SEAL
GRANADA STREET	DEAD END	RALSTON AVENUE	GRANAD	GRAN1	R	AC/AC	85	\$4,688	39,483	SLURRY SEAL
IRWIN STREET	RALSTON AVENUE	O'NEILL AVENUE	IRWIN	IRWIN	R	AC/AC	88	\$8,333	59,079	SLURRY SEAL
NOTRE DAME AVENUE	HILLMAN AVENUE	MILLER AVENUE	NOTRE	NOTR4A	C	AC/AC	83	\$9,787	41,427	SLURRY SEAL
OLD COUNTY ROAD	1020 OLD COUNTY ROAD	O'NEILL AVENUE	OLD	OLD5	A	AC/AC	94	\$14,129	49,238	SLURRY SEAL
OLD COUNTY ROAD	O'NEILL AVENUE	COUNTY LINE	OLD	OLD6	A	AC/AC	94	\$6,204	49,238	SLURRY SEAL
ONEILL AVE	FURLONG STREET	GRANADA STREET	ONEIL	ONE5	R	AC/AC	83	\$2,967	37,221	SLURRY SEAL
REPOSO WAY	HILLCREST DRIVE	ENCLINE WAY	REPOSO	REPOSO	R	AC/AC	84	\$5,556	38,126	SLURRY SEAL
SEQUOIA AVENUE	ALL VIEW WAY	MONTE CRESTA DRIVE	SEQUOI	SEQU2	R	AC/AC	76	\$7,716	39,714	SLURRY SEAL
TIOGA WAY	YOSEMITE DRIVE	END OF CUL DE SAC	TIOGA	TIOGA	R	AC/AC	83	\$3,010	37,146	SLURRY SEAL
VILLAGE DRIVE	CARLMONT DRIVE	DEAD END	VILDR	VILDR	R	AC/AC	82	\$12,731	37,348	SLURRY SEAL

Treatment Total	\$126,020
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Year 2015 Total	\$359,155
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Year: 2016

ELMER STREET	RALSTON AVENUE	O'NEILL AVENUE	ELMER	ELMER	C	AC	100	\$81,484	17,824	AC OVERLAY (TWO INCHES) W/F
Treatment Total								\$81,484		
BUENA VISTA AVENUE	2329 BUENA VISTA AVENUE	NEWLANDS AVENUE	BUENA	BUEN2	R	AC	100	\$20,398	16,368	AC OVERLAY (2 INCHES)
TALBRYN DRIVE	PALOMA AVENUE	ARDEN LN	TALBRY	TALB1A	R	AC	100	\$77,753	16,258	AC OVERLAY (2 INCHES)
Treatment Total								\$98,151		
CARLMONT DRIVE	HASTINGS DRIVE	LAKE ROAD	CARLMO	CARL2	C	AC/AC	78	\$38,977	19,429	PATCH AND SLURRY SEAL
OLD COUNTY ROAD	MASONIC WAY	1020 OLD COUNTY ROAD	OLD	OLD4	C	AC	77	\$13,610	14,434	PATCH AND SLURRY SEAL

** - Treatment from Project Selection

Scenarios Criteria:

Street Name	Begin Location	End Location	Street ID	Section ID	FC	Surface	PCI	Cost	Rating	Treatment
					Treatment Total			\$52,587		
ALAMEDA DE LAS PULGAS	SAN MATEO CITY LIMIT	FOREST AVENUE	ALAMED	ALAM1	A	AC/AC	89	\$4,672	38,648	SLURRY SEAL
ANITA AVENUE	MALCOLM AVENUE	END OF CUL DE SAC	ANIAV	ANI2	R	AC/AC	82	\$5,417	35,898	SLURRY SEAL
BELMONT CANYON ROAD	HILLCREST DRIVE	2744 BELMONT CANYON ROAD	BELMON	BELM3	R	AC/AC	82	\$9,910	35,570	SLURRY SEAL
CARLMONT DRIVE	ALAMEDA DE LAS PULGAS	HASTINGS DRIVE	CARLMO	CARL1	C	AC/AC	93	\$12,869	40,824	SLURRY SEAL
CORONET BOULEVARD	ALAMEDA DE LAS PULGAS	LYON AVENUE	CORONE	CORO1	R	AC/AC	78	\$7,623	35,458	SLURRY SEAL
DEBBIE LANE	SOUTH ROAD	END OF CUL DE SAC	DEBBIE	DEBBIE	R	AC/AC	85	\$2,167	35,278	SLURRY SEAL
HALLMARK DRIVE	2747 HALLMARK DRIVE	BENSON WAY	HALLMA	HALL6	C	AC/AC	92	\$27,053	39,192	SLURRY SEAL
HALLMARK DRIVE	BENSON WAY	RALSTON AVENUE	HALLMA	HALL7	C	AC/AC	93	\$21,765	40,803	SLURRY SEAL
JULIA COURT	MALCOLM AVENUE	END OF CUL DE SAC	JULIA	JULIA	R	AC/AC	84	\$1,625	35,618	SLURRY SEAL
LODGE DRIVE	BELMONT CANYON ROAD	3409 LODGE DRIVE	LODGE	LODG1	R	AC/AC	76	\$2,809	34,754	SLURRY SEAL
RALSTON AVENUE, WB	HILLER STREET	GRANADA STREET	RALSTO	RALS03	A	AC/AC	90	\$7,008	36,456	SLURRY SEAL
SIXTH AVENUE	O'NEILL AVENUE	HARBOR BOULEVARD	SIXTH	SIXT5	C	AC/AC	92	\$20,741	39,360	SLURRY SEAL
WALTERMIRE STREET	EL CAMINO REAL	FIFTH AVENUE	WALTER	WALT2	C	AC/AC	82	\$3,760	35,360	SLURRY SEAL
					Treatment Total			\$127,419		
					Year 2016 Total			\$359,641		
Year: 2017										
ARTHUR AVENUE	ALAMEDA DE LAS PULGAS	CORONET BOULEVARD	ARTHUR	ARTHUR	R	AC	100	\$76,691	15,658	AC OVERLAY (TWO INCHES) W/F
BUCKLAND AVENUE	TALBRYN DRIVE	SAN CARLOS CITY LIMIT	BUCKLA	BUCKLA	R	AC	100	\$34,895	15,253	AC OVERLAY (TWO INCHES) W/F
					Treatment Total			\$111,586		
WAKEFIELD DRIVE	HALLMARK DRIVE	SOMERSET DRIVE	WAKDR	WAK1	R	AC	100	\$73,585	15,920	AC OVERLAY (2 INCHES)
					Treatment Total			\$73,585		
CHULA VISTA DRIVE	1251 CHULA VISTA DRIVE	SOLANA DRIVE	CHULA	CHUL1B	C	AC	77	\$10,310	15,552	PATCH AND SLURRY SEAL
HERITAGE COURT	ST. JAMES ROAD	END OF TURN A ROUND	HERITA	HERITA	R	AC	74	\$9,210	17,798	PATCH AND SLURRY SEAL
PLATEAU DRIVE	UPPER LOCK AVENUE	LOWER LOCK AVENUE	PLATEA	PLATEA	R	AC	68	\$27,204	19,803	PATCH AND SLURRY SEAL
					Treatment Total			\$46,724		

** - Treatment from Project Selection

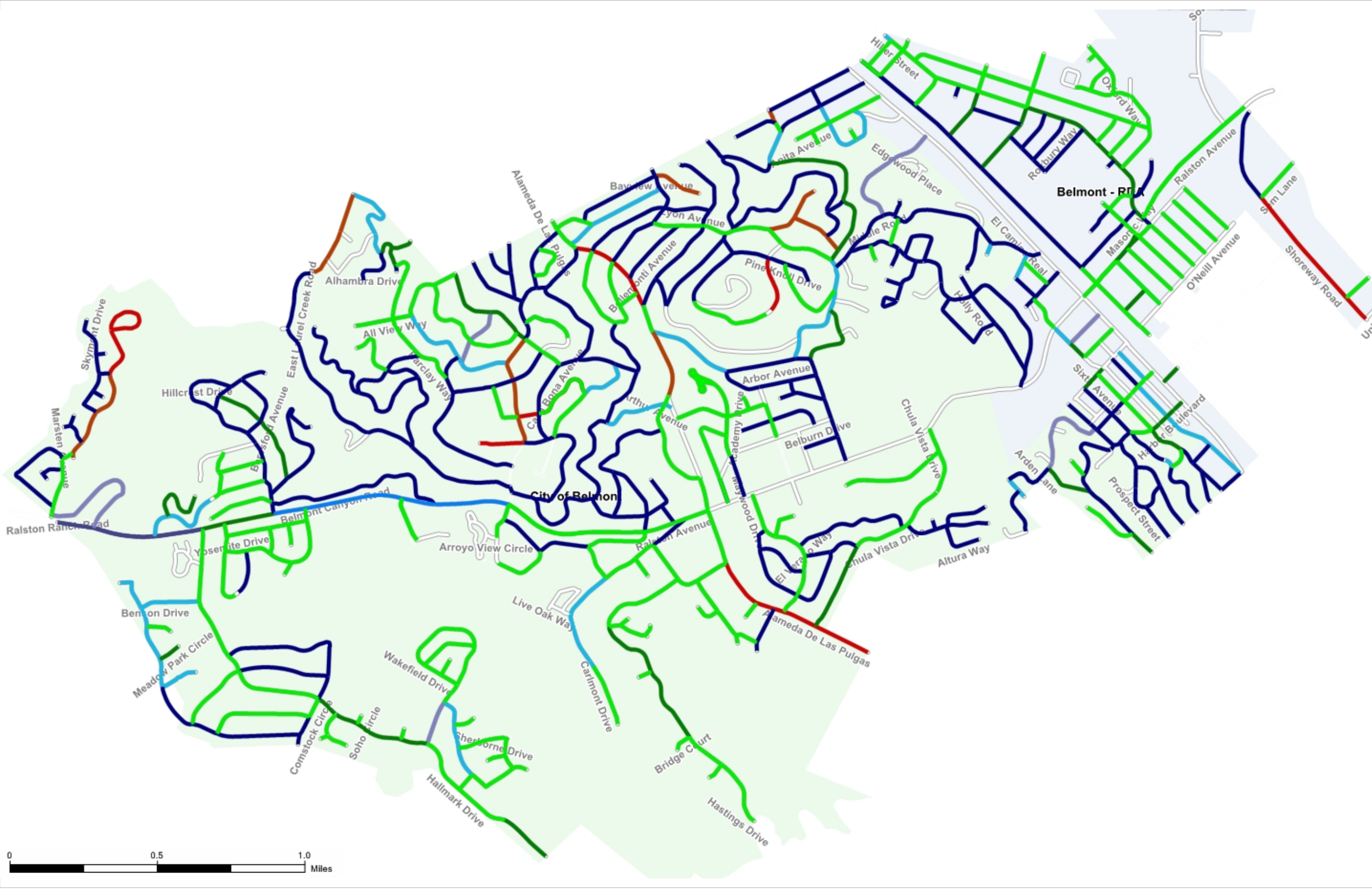
Scenarios Criteria:

Street Name	Begin Location	End Location	Street ID	Section ID	FC	Surface	PCI	Cost	Rating	Treatment
AVON AVENUE	BELBURN DRIVE	FAIRWAY DRIVE	AVON	AVON2	R	AC/AC	82	\$7,887	35,531	SLURRY SEAL
BROADWAY	EL CAMINO REAL	SIXTH AVENUE	BROADW	BROA1	R	AC/AC	87	\$9,806	34,994	SLURRY SEAL
CHRISTIAN DRIVE	RALSTON AVENUE	MARSTEN AVENUE	CHRD	CHRD	C	AC/AC	81	\$15,969	33,882	SLURRY SEAL
DE KOVEN AVENUE	MONSERAT AVENUE	NEWLANDS AVENUE	DEKOV	DEKOV2	R	AC/AC	78	\$5,842	45,099	SLURRY SEAL
FOREST AVENUE	MONROE AVENUE	ALAMEDA DE LAS PULGAS	FOREST	FORE1	R	AC/AC	76	\$4,131	43,193	SLURRY SEAL
MULBERRY COURT	CARLMONT DRIVE	END OF CUL DE SAC	MULBER	MULBER	R	AC/AC	85	\$3,505	33,763	SLURRY SEAL
RALSTON AVENUE, WB	ALAMEDA DE LAS PULGAS	LYALL WAY	RALSTO	RALS27	A	AC/AC	88	\$17,296	38,123	SLURRY SEAL
RALSTON AVENUE, WB	LYALL WAY	CIPRIANI BOULEVARD	RALSTO	RALS29	A	AC/AC	89	\$23,311	35,617	SLURRY SEAL
RALSTON AVENUE, EB	LYALL WAY	CIPRIANI BOULEVARD	RALSTO	RALS30	A	AC/AC	90	\$23,311	34,443	SLURRY SEAL
READ AVENUE	PONCE AVENUE	END OF CUL DE SAC	READ	READ3	R	AC/AC	84	\$6,259	34,225	SLURRY SEAL
RIDGEWOOD COURT	HASTINGS DRIVE	DEAD END	RIDGEW	RIDGEW	R	AC	83	\$1,064	32,144	SLURRY SEAL
SEAGATE PLACE	SEAGRATE WAY	END OF CUL DE SAC	SEAPL	SEAPL	R	AC	81	\$1,294	32,129	SLURRY SEAL
SEM LANE	DEAD END	SHOREWAY DRIVE	SEM	SEM	R	AC/AC	84	\$8,137	34,325	SLURRY SEAL
Treatment Total								\$127,812		
Year 2017 Total								\$359,707		
Grand Total								\$1,797,488		

** - Treatment from Project Selection

Scenarios Criteria:

- AC OVERLAY (0.30FT)
- AC OVERLAY (2 INCHES)
- AC OVERLAY (2 INCHES) W/FABRIC
- MILL AND OVERLAY
- MILL AND OVERLAY W/F(0.30FT)
- MILL AND OVERLAY W/FABRIC
- PATCH AND SLURRY SEAL
- RECONSTRUCT STRUCTURE (AC)
- RECONSTRUCT SURFACE (AC)
- SLURRY SEAL



- AC OVERLAY (2 INCHES)
- AC OVERLAY (2 INCHES)
W/FABRIC
- MILL AND OVERLAY W/FABRIC
- PATCH AND SLURRY SEAL
- SLURRY SEAL



AC OVERLAY (0.30FT)

AC OVERLAY (2 INCHES)

AC OVERLAY (2 INCHES) W/FABRIC

MILL AND OVERLAY

MILL AND OVERLAY W/F(0.30FT)

MILL AND OVERLAY W/FABRIC

PATCH AND SLURRY SEAL

RECONSTRUCT STRUCTURE (AC)

SLURRY SEAL

0

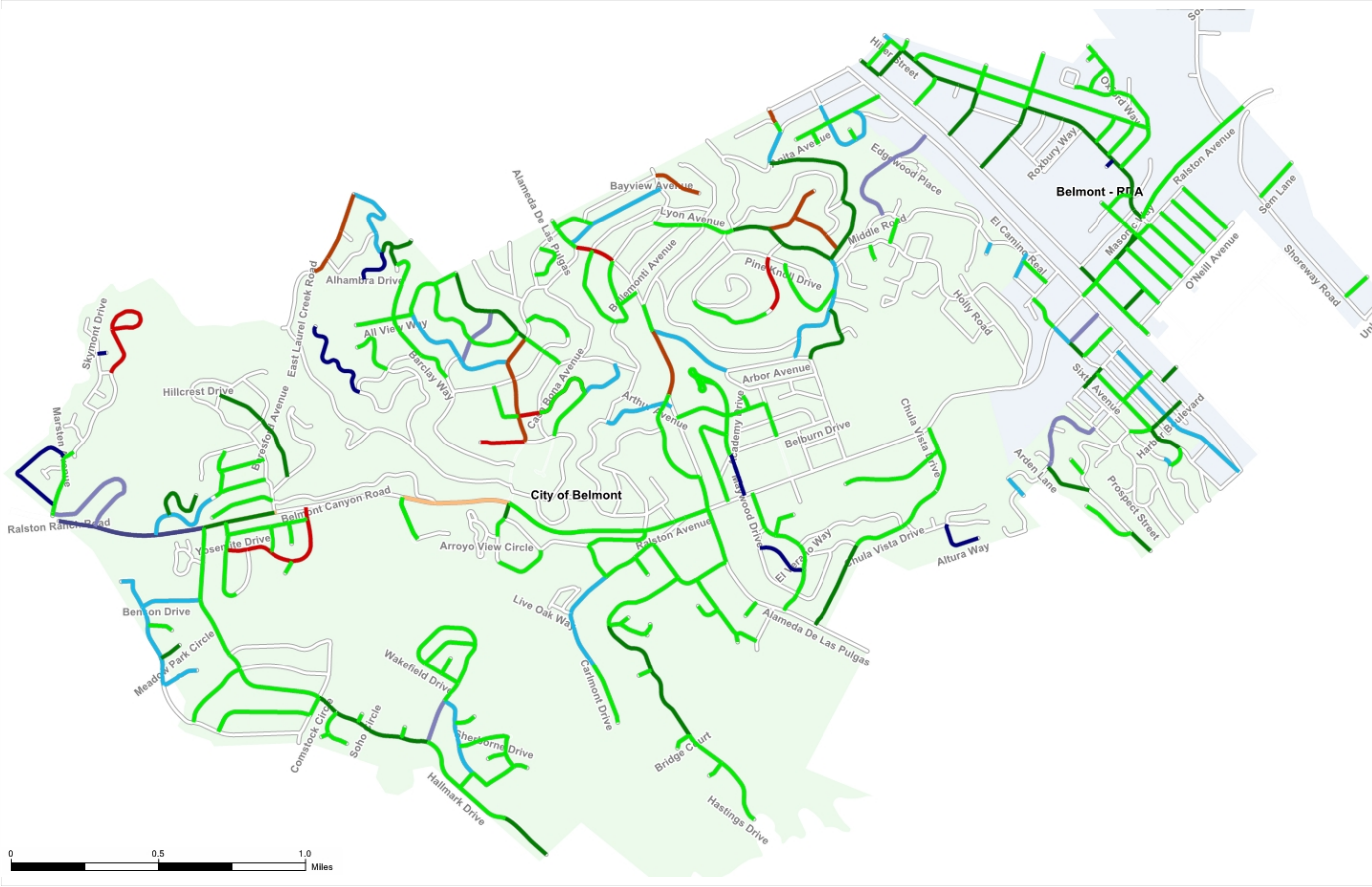
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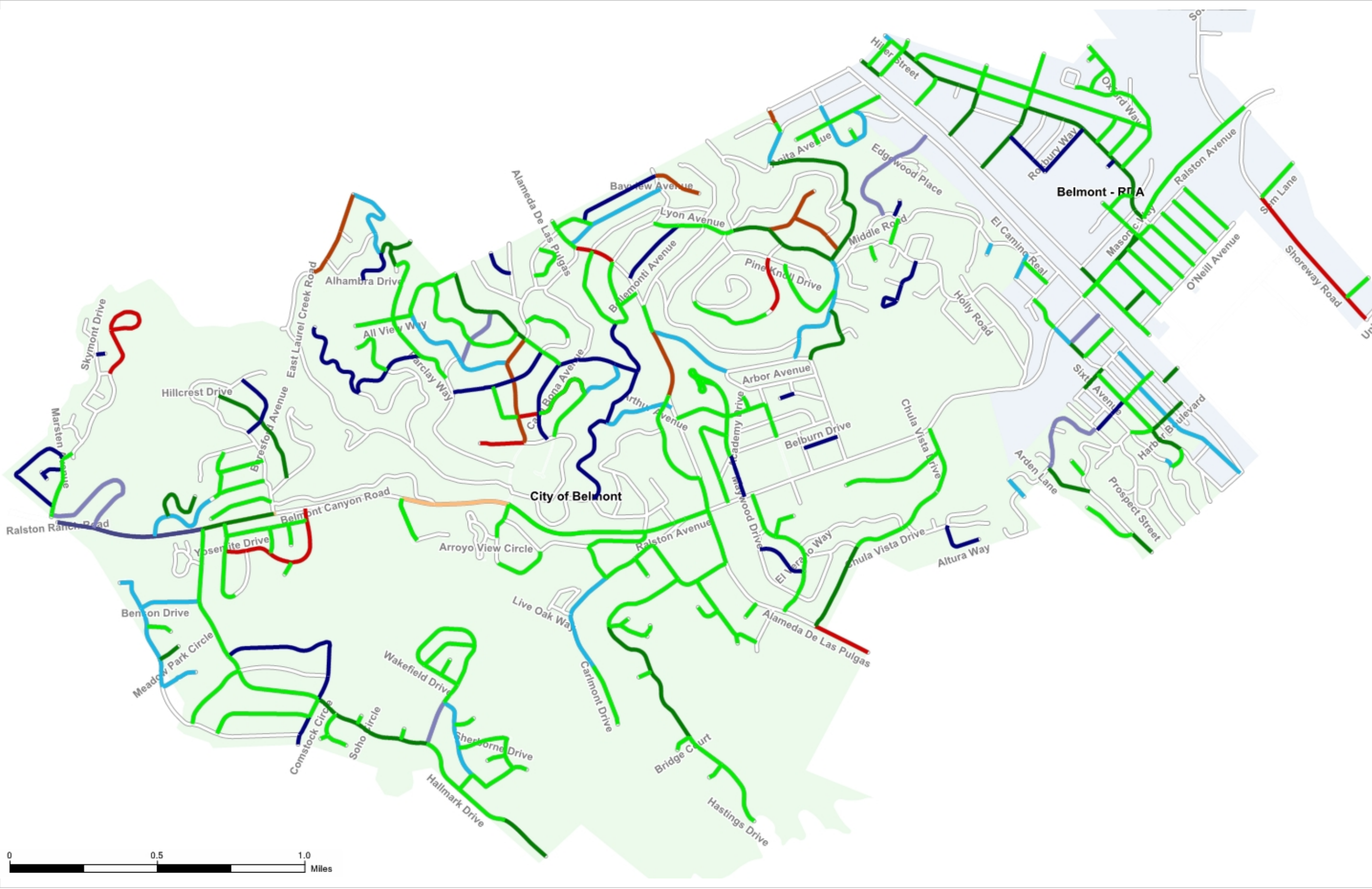
Miles

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N



- AC OVERLAY (0.30FT)
- AC OVERLAY (2 INCHES)
- AC OVERLAY (2 INCHES) W/FABRIC
- MILL AND OVERLAY
- MILL AND OVERLAY W/F(0.30FT)
- MILL AND OVERLAY W/FABRIC
- PATCH AND SLURRY SEAL
- RECONSTRUCT STRUCTURE (AC)
- SLURRY SEAL



Scenario Treatments

(5) Increase PCI 15 points (\$5.5 million per year) - All Project Periods

